TeMA

Journal of Land Use, Mobility and Environment

The three issues of the 12th volume will think again about the debate on the definition and implementation of methods, tools and best practices connected to the evolution of the main scientific topics examined in depth in previous TeMA Journal volumes.

THE TIMES THEY ARE A-CHANGIN'

TeMA

Journal of
Land Use, Mobility and Environment

THE TIMES THEY ARE A-CHANGIN'

2 (2019)

The cover image is a photo processing of an original picture by SeanPavonePhoto, iStock

TeMA. Journal of Land Use, Mobility and Environment offers researches, applications and contributions with a unified approach to planning and mobility and publishes original inter-disciplinary papers on the interaction of transport, land use and environment. Domains include: engineering, planning, modeling, behavior, economics, geography, regional science, sociology, architecture and design, network science and complex systems.

The Italian *National Agency for the Evaluation of Universities and Research Institutes* (ANVUR) classified TeMA as scientific journal in the Area 08. TeMA has also received the *Sparc Europe Seal* for Open Access Journals released by *Scholarly Publishing and Academic Resources Coalition* (SPARC Europe) and the *Directory of Open Access Journals* (DOAJ). TeMA is published under a Creative Commons Attribution 3.0 License and is blind peer reviewed at least by two referees selected among high-profile scientists. TeMA has been published since 2007 and is indexed in the main bibliographical databases and it is present in the catalogues of hundreds of academic and research libraries worldwide.

TeMA

THE TIMES THEY ARE A-CHANGIN'

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REVIEWS PAGES

THE TIMES THEY ARE A-CHANGIN' 2(2019)

Starting from the relationship between urban planning and mobility management, TeMA has gradually expanded the view of the covered topics, always remaining in the groove of rigorous scientific in-depth analysis. During the last two years a particular attention has been paid on the Smart Cities theme and on the different meanings that come with it. The last section of the journal is formed by the Review Pages. They have different aims: to inform on the problems, trends and evolutionary processes; to investigate on the paths by highlighting the advanced relationships among apparently distant disciplinary fields; to explore the interaction's areas, experiences and potential applications; to underline interactions, disciplinary developments but also, if present, defeats and setbacks.

Inside the journal the Review Pages have the task of stimulating as much as possible the circulation of ideas and the discovery of new points of view. For this reason, the section is founded on a series of basic's references, required for the identification of new and more advanced interactions. These references are the research, the planning acts, the actions and the applications, analysed and investigated both for their ability to give a systematic response to questions concerning the urban and territorial planning, and for their attention to aspects such as the environmental sustainability and the innovation in the practices. For this purpose, the Review Pages are formed by five sections (Web Resources; Books; Laws; Urban Practices; News and Events), each of which examines a specific aspect of the broader information storage of interest for TeMA.

01_WEB RESOURCES
The web report offers the readers web pages which are directly connected with the issue theme.

author: Rosa Morosini
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02_BOOKS
The books review suggests brand new publications related with the theme of the journal number.

author: Carmen Guida
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03_LAWS
The law section proposes a critical synthesis of the normative aspect of the issue theme.

author: Federica Gaglione
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04_UBAN PRACTICES
Urban practices describes the most innovative application in practice of the journal theme.

author: Gennaro Angiello
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05_NEWS AND EVENTS
News and events section keeps the readers up-to-date on congresses, events and exhibition related to the journal theme.

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TeMA

Journal of
Land Use, Mobility and Environment

评述页：

提高城市系统对自然及人为变化顺应能力的方法、工具和最佳实践

TeMA 从城市规划和流动性管理之间的关系入手，将涉及的论题逐步展，并始终保持科学严谨的态度进行深入分析。在过去两年中，智能城市（Smart Cities）课题和随之而来的不同含义一直受到特别关注。

学报的最后部分是评述页（Review Pages）。这些评述页具有不同的目的：表明问题、趋势和演进过程；通过突出貌似不相关的学科领域之间的深度关系对途径进行调查；探索交互作用的领域、经验和潜在应用；强调交互作用、学科发展、同时还包括失败和挫折（如果存在的话）。

评述页在学报中的任务是，尽可能地促进观点的不断传播并激发新视角。因此，该部分主要是一些基本参考文献，这些是鉴别新的和更加深入的交互作用所必需的。这些参考文献包括研究、规划法规、行动和应用，它们均已经过分析和探讨，能够对与城市和国土规划有关的问题作出有系统的响应，同时还对诸如环境可持续性和在实践中创新等方面有所注重。因，评述页由五个部分组成（网络资源、书籍、法律、城市实务、新闻和事件），每个部分负责核查 TeMA 所关心的海量信息存储的一个具体方面。

01_WEB RESOURCES

网站报告为读者提供与主题直接相关的网页。

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02_BOOKS

书评推荐与期刊该期主题相关的最新出版著作。

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03_LAWS

法律部分提供主题相关标准方面的大量综述。

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04_URBAN PRACTICES

城市的实践描述了期刊主题在实践中最具创新性的应用。

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05_NEWS AND EVENTS

新闻与活动部分让读者了解与期刊主题相关的会议、活动及展览。

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01

THE TIMES THEY ARE A – CHANGIN' 2(2019)

REVIEW PAGES: WEB RESOURCES

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In this number

THE ROLE OF SOIL IN ECOSYSTEM SERVICES

Local decision makers have invested substantial economic and human resources to adapt cities to climate change by increasing their urban resilience. In this perspective, the eco-system services have been integrating more and more within both spatial planning and urban governace (McPhearson et al., 2015). In fact, ecosystem services are essential for human well-being and, at the same time, they support economies at different scales, from local to regional and national. In general, traditional economic evaluations do not consider the indispensability and the unrepeatability of these resources, contradicting the concept of sustainable development introduced for the first time in the Brundtland Report in 1987.

For this reason, it is clear why the integration of functions and ecosystem services has become essential in urban and territorial transformation decision processes. Local administrators can monitor the threatening pressures on ecosystem and their functionalities, improving their effectiveness and "building" a governance model based on tools that consider the right management of environments and of ecosystem services.

With that in mind, the evaluation and the mapping of Ecosystem Services can be a significant support in decision-making processes related to the land-use matter, in order to get services even more sustainable (Pelorosso et al., 2016).

Soil represents a fundamental contribution to ecosystem services, due to its multiple functions such as: the production of biomass and food; the supply of raw materials; site of human activity and, above all, for its waterproofing and carbon storage functions, which are essential to mitigate the climate change effects (Zucaro & Morosini, 2018). The soil contributes to ecosystem services through its functions in terms of "benefits that people can gain from ecosystems" (Calzonari et al., 2015), and it is one of the four classes defined by the Millennium Ecosystem Assessment in 2005 (MEA, 2005), which are used to classify ecosystem services.

In fact, this classification provides for the articulation in ecosystem services in four functional classes: for providing, in terms of products obtained by ecosystems such as food, pure water, fibre, fuel, medicines; for regulation, since ecosystem services' benefits have impacts on climate, water regime, pathogens' actions; for cultural aim, because ecosystem services can produce non material benefits in a spiritual, ethic, recreational, aesthetic and social sense; for support, considering all the supportive services to ecosystems such as soil formation, nutrient cycling and primary production of biomass (MEA, 2015).

LSECities
https://lsecities.net/

LSE Cities is an international centre at the London School of Economics and Political Science that carries out research, graduate and executive education and outreach activities in London and abroad. The centre studies how people and cities interact in a rapidly urbanising world, focusing on how the physical form and design of cities impacts on society, culture and the environment.

In the website homepage, at the top right there are the eight sections (about; research; publications; events, urban age; education; urban at LSE and join us) into which the site is articulated, as well as the links to social pages such as Twitter, Facebook, Linkedin, and YouTube. An interesting section is the one dedicated to the research; in this section it is possible to access to multiple contents that are organized in three subsections, in relation to the particular theme of interest:

— cities, space, and society;

— cities, environment, and climate change;

— urban governance.

Sliding down, the page allows to visualize contemporary all the pages of the three subsections through an image, a title and a caption describing the contents. The browsing is quite simple, considering that with a click on the image it is possible to connect to the page on interest. For what concerns the natural resources and ecosystem services theme, in the "cities, environment and climate change" subsection there is a whole page dedicated to the "resource urbanisms" project, co-funded by LSE Kuwait Programme (,) and it aims at examining multiple aspects of how natural resources, urban form and infrastructure affect each other and potentially lead to the establishment of divergent forms of urbanism.

The starting point of the project is the common idea that cities and urban development are directly interested by availability and costs of natural resources, and that, on their behalf, different forms of urban development can lead to substantial differences for the use of resources. The project, in particular, is related to the use of two specific resources, soil and energy, and it explores their relationships with the urban shape, mobility and built environment.

Through the project page of the site, it is possible to find out general information related to the project and, on the left, all the events, news and publications, while on the right (in the same page) there are all the information related to the project partners, as well as to the stakeholders, project experts, project coordinator, researchers, project partner, project collaboration, project funders; finally, there are the project schedule and its keywords.

Moreover, the Publications section is rich of contents and easy to consult, since there are further four subsections: books; journal articles & papers; reports and urban age and other writing. With a click, users can get access to a wide range of useful links to deepen knowledge on a theme. If interested in events, users can consult the events' section, where future and past research conferences are reported, as well as an archive of events taken in the last ten years.

Urban at LSE is a portal for masters and doctoral teaching and for research activities on cities and urban issues across LSE and its aim is to be a rich resource for teachers, researchers and university students. Moreover, LSE Cities invest in multidisciplinary research through seed funding and hosting visitors and academics. At the end of the page, as well as at the end of each page, there are many links to get a quick access to the website sections, and on the top right there is a box for a keyword search.

100 RESILIENT CITIES
http://www.100resilientcities.org

100 resilient cities was created by the Rockefeller Fundation for its 100th anniversary, in 2013. In that year, only 32 cities all over world were collaborating with the group until november 2015, when they got 100. The team members of the 100 resilient cities are expert judges who examined over 1.000 requests of potential cities to take part in the project. From the homepage it is possible to access to the seven sections of the site, as well as to the keywords research box.

The most interesting sections are: resources and urban resilience. The first section includes tools that can help to increase and improve resilience levels of urban systems; publications and media documents refered to that theme. The urban resilience section has contents related to the definition of resilience and all the characteristics that systems need to have in order to be defined as resilient. The information related to events, past and incoming, deidicated to this issue are in the news section. In the partners section, there are all the member cities, there is also the resilience strategy, promoted as one of the mai tools promoting 100 resilient cities. The stretegy is the product of a process that lasts from six to nine months and it joins people, projects and priorities, promoting innovative solutions which are crucial for cities that are facing resilience challenges. From each page, on the bottom right, it is possible to access, through quick links, to different sections and to social network pages such as Facebook, Twitter, Linkedin and YouTube.

BISE
https://biodiversity.europa.eu

The Biodiversity Information System for Europe (BISE) is a portal where data on biodiversity can be consulted, to support the realization of the European Union strategy. BISE is a partnership between the European Commission, DG Environment - Directorate B, and the European Environment Agency, supporting the knowledge base for the implementation of the EU 2020 Biodiversity Strategy. It also serves as the Clearing House Mechanism for the EU within the context of the United Nations Convention on Biological Diversity (CBD) and as such it is supported by the collaboration of the European CHM network and the CBD Secretariat.

The web site is easily consultable, in fact the home page can be divided into five parts:

- topics;
- policy;
- data;
- knowledge;
- countries;
- networks.

All the sections are organized in subsections to whom it is possible to access through quick links; moreover, they have rich and interesting contents.

One of the most interesting links, in the topic section, is refered to the Flagship Projects, where the user can deepen its projects' knowledge, and consequently of their results, developed in the European context. One of the project is SOER 2015 – The European environment – state and outlook in 2015.

For what concerns the role of soil in the ecosystem services, the subsection threats in the topic section is very interesting: users' can access to these contents by clicking on the land use change link. In that way, it is possible to access to a page completely dedicated to this issue, where relations between land use change and impact on biodiversity are analyzed, highlithing their importance for the territorial transformation governance, promoting interventions aimed at reducing the effects of climate change and/or fragmentation, through sustainable intervention such as green infrastructures.

At the bottom of the page, there are further links that allow users to acess to other connected web sites, referred to the same issue. The section policy and data give information and data on global and European projects policies, such as: the Strategic Plan for Biodiversity, 2011-2020; EU 2050 vision; CBD and other conventions infrMEA. As for the policy section as for the data section, there are numerous links that allow users to immediately access to connected pages. In the knowledge section, there are some useful directions to the main European funding sources for research aimed at biodiversity and ecosystem services such as: Horizon 2020, LIFE programme, European Research Counsil and, more globally, Future Earth.

Back to the homepage, on the bottom there are three links: about BISE, where information concerning the portal is given; Contact us, through which users can find contacts; and street addresses and SiteMap, where users can find an overview of available contents.

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02

REVIEW PAGES: BOOKS AND JOURNALS

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In this number

AGEING IN AGEING CITIES

"Ageing in ageing cities" is not just a wordplay: it represents one of the hardest economic and social challenges that have never been faced in human history, with significant impacts on employment, education and health (ARUP, 2015). In European Union, at beginning of 2016, the share of people aged more than 65 years old was about 19%, with an increase of 2.4% compared to 2006; according to some projections, this trend is going to increase during next years, up to 30% in 2080. Considering a strong increase of the infertility rate and a significant birth decrease, this ageing phenomenon would lead to a deep demographic change. Cities would suffer the consequences of this unexperienced phenomenon, because of their complex structure and of the high human presence in their physical and digital environments (Angelidou, 2017). It may seem a paradox, because, since the birth of cities, accessibility to activities, people and ideas for a wide and heterogeneous group of people has been one of the essential and inalienable traits of urban life. "The Times They are A-Changig" and then, the paradox is only apparent, considering the complexity of urban systems, due to last century technology innovations, the growing of well-being levels, the changing of family lifestyles (Massa & Campagna, 2014), and therefore the multiplication of space-temporal fractures, the lack of transparency and consistency. With that in mind, it is easy to understand that elderly people dwelling in urban areas will suffer for a more and more limited participation in the decision of territorial processes and for a deeper social exclusion, due to the lack of accessibility to local public transport, for the presence of barriers and obstacles accessing to public spaces, for bad health conditions due to pollution and sedentary lifestyle.

Thanks to a deeper awareness on the issue, plans, strategies, initiatives and solutions of all sorts and sizes are being developed to design new shapes and functional structures for cities (Papa et al., 2015), in order to be age friendly. This planning view requires a holistic approach to the urban environment, taking into account the land-use and the transport systems, whose interaction is critical to satisfy the community needs, guaranteeing certain level of service.

According to these themes, this section proposes three works (two books and a scientific journal) that help to better understand the topics of this number: Urban Environments for healthy ageing. A global perspective; Geographies of Transport and Ageing; Aging in Social Policy.

Title: **Urban Environments for healthy ageing. A global perspective.**
Author/Editor: Anna P. Lane
Publisher: Routledge
Publication year: 2019
ISBN code: 978-0-367-19755-1 (hbk), 978-0-429-24309-7 (ebk)

Urban Environments for healthy ageing. A global perspective. It is an interesting volume based on a selection of papers, as well as activities and discussions arisen from, presented at the inaugural International Ageing Urbanism Colloquium, 26-27 October 2017, at the University of Technology and Design of Singapore. The contributions were developed on the following themes: (a) affordable and accessible housing options to support ageing in place; (b) urban environments to promote health-enhancing mobility and activity pattern; and (c) innovative planning and design strategies for inclusive and age-friendly neighborhoods. The themes map directly onto select key priority areas in Singapore's Action Plan for Successful Ageing (Ministry of Health [MOH], 2016) and they were developed by established and emerging researchers from multiple disciplines, including gerontology, psychology, engineering, urban planning, and design, who are working in multiple contexts, including Asia-Pacific, Europe, and North America. The book is organized in three major parts: Housing (I), Mobility and Transportation (II), and Urban planning and Design (III). The first part reviews the literature and focuses on the intersections between the individuals, their housing and care services, highlighting that most people prefer living in their own homes for as long as reasonably possible. Ageing in place therefore emphasizes choice in housing decisions and, by extension, has implications for social- and health-care provision. The contributions of this first part argue integration and coordination of policies between the ministries responsible for health and construction are critical if ageing in place is to be realized. In the second part, given the association between physical and health and well-being, there are calls from public health and urban planning experts to promote physical activity through built, as well as social environmental approaches. The focus turns to transportation infrastructure and mobility, since older people rely on various modes of transport such as walking, cycling, buses, trains, and cars to move between home, work, supermarkets, healthcare facilities, recreational facilities, and so on. Transportation options influence people's perceived and actual capacity to access finance, food, care, leisure-time activities, from which they derive good health and well-being. The third part concerns more properly the urban planning process and design. This thematic part includes contributions from urban planners, architects, and designers who are working to advance innovation on urban environments and technologies for healthy and active ageing. The residential neighborhood is considered a particularly salient urban scale for older people as they tend to spend a greater proportion of their daily lives in and around their homes. This is due in part to mobility limitations that arise from declines in physical functioning and reduced driving ability. Moreover, retirement from paid work and the take-up of new roles as family caregivers or community volunteers represent other reasons why older people may spend more hours in their day at or near their home. As older adults spend relatively more time in their immediate residential area than younger adults do, they are more likely to be impacted by their experiences and exposures to social and physical aspects in that setting. Through some case studies, each contribution demonstrates how design strategies related to technology acceptance, technology adoption, and multi-stakeholder collaboration can contribute to greater transportation accessibility and ultimately greater outdoor mobility among older adults, with obvious implications for healthy and active ageing.

Title: **Geographies of Transport and Ageing**

Author/Editor: Angela Curl and Charles Musselwhite

Publisher: Palgrave Macmillan

Publication year: 2018
ISBN code: 978-3-319-76359-0, 978-3-319-76360-6 (e-book)

Geographies of Transport and Ageing presents a unique geographical perspective on issues of transport and mobility for ageing populations. Society is ageing across the globe. As well as living longer, older people are fitter, healthier and more active than previous generations were. There is both a desire and a need to be mobile in later life and mobility is clearly linked to older people's health and wellbeing. Yet mobility can be hard for older people and our neighborhoods, towns, cities and villages are not designed in an age friendly way. Moreover, when thinking about transport, travel and mobilities of an ageing population, it is impossible to do so without taking a multi-disciplinary approach. Naturally mobility involves geography, the movement of people over space and time, and it takes into account cultural, social and psychological elements. Transport is essentially a means to overcome the geography; the distance between people and place. Yet mobility is not just literal but also virtual, social and cultural. The volume brings together contributions from a broad range of human geographers with different disciplinary perspectives of transport and ageing and it outlines some of the key contemporary issues for an ageing society in terms of transport and mobility, highlighting the importance of considering transport and mobility for ageing populations. The contributions also demonstrate that a geographical approach can offer great performance to study the phenomena of transport and ageing. In fact, with case studies from across the globe, authors take a geographical lens to the important topic of transport and mobility in later life. Chapters examine how the relationships between mobility, modes of transport, place and technologies affect an aging population. This collection is of interest to scholars and students in human geography, in particular to those with interests in transport geography, mobilities, geographies of health and wellbeing, urban geographies and geographical gerontology. It will also appeal to practitioners and policy makers in urban design and planning, transport planning and engineering and public health who have interests in age-friendly cities and policy.

Title: **Aging in Social Policy**

Editor-in-chief: Edward Alan Miller, University of Massachusetts Boston
Print ISSN: 0895-9420 Online ISSN: 1545-0821

Policymakers, practitioners, and researchers need a balanced, thoughtful, and analytical resource to meet the challenge of global aging at a rate that's historically unprecedented. The *Journal of Aging & Social Policy* examines the important policy issues that affect the elderly in societies throughout the world. It is an open access journal, based in the United States of America.

The Journal of Aging & Social Policy presents insightful contributions from an international and interdisciplinary panel of policy analysts and scholars. Critical phenomena that affect aging and development and implementation of programs for elders from a global perspective are examined and analysed, highlighting not only the United States but also Europe, the Middle East, Australia, Latin America, Asia, and the Asia-Pacific rim.

Issues regularly addressed in the journal include: long-term services and supports; home- and community-based care; nursing-home care; assisted living; long-term care financing; financial security; employment and training; public and private pension coverage; housing; transportation; health care access, financing, and quality; family dynamics; and retirement.

The Journal of Aging & Social Policy closely examines the processes for adopting policies and programs at the local, state, and federal levels, examining the interplay of political and economic forces and legal and regulatory constraints on addressing the major challenges posed by the "greying" of society. The Journal is an essential source for critical and historical analysis, cutting-edge thought and discussion on age-based policy, and is potentially useful for educators, practitioners, researchers, administrators, and other readers who work with or are concerned about older adults.

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IMAGE SOURCES

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03

REVIEW PAGES: LAWS

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In this number

"TOWARDS SUSTAINABLE MOBILITY: THE MAIN GUIDELINES"

In recent years the European Commission has promoted actions aimed at urban development in a sustainable and efficient way (Niglio & Comitale, 2015). The idea of favoring the city model is also given by the high value of negative externalities that are generated by the transport system.

The focus on identifying these externalities has grown over time, in a historical period in which the scarce presence of public resources makes it necessary to analyze the costs and direct and indirect benefits they generate in urban areas.

The scientific community identifies four main external factors associated with mobility:

− production of nitrogen oxide (NOx), sulfur oxide (SO2), ozone (O3) and other volatile organic compounds (VOC);

− noise pollution, deriving from the exposure of part of the population to the noise generated by road, rail and air traffic, especially near infrastructural nodes of considerable importance;

− accident rates, particularly road accidents;

− congestion of the infrastructural network and loss of production capacity is the time required for travel with respect to optimal time (an unloaded network).

Further externalities need to be considered, such as the exponential growth of shifts, both, and impacts on the environment and in urban areas. The European Union estimates that the transport sector has energy consumption of 35%, producing 21% of greenhouse gas emissions, with a tendency that compromises the achievement of global sustainability objectives established by international agreements (Lattarulo & Plechero, 2005)

Dir 2014/94 / EU has defined a common framework of measures for the construction of an alternative fuels infrastructure with the aim of minimizing oil dependency and mitigating the environmental impact in the transport sector (Art. 1).

The management of the minimum requirements for the construction of the infrastructure for alternative fuels, with regard to power supply systems and natural gas (LNG and CNG), in addition to the technical specifications for recharging and saving points and concerning information to users. The types of "alternative" fuels or energy sources that serve, at least in part, from sources of oil.

The directive establishes minimum requirements for the construction of infrastructure for alternative fuels, including recharging points for electric vehicles and natural gas (LNG and CNG) and hydrogen refuelling points, to be implemented through the Member States' national strategic frameworks, as well as common technical specifications for such recharging and refuelling points, and information requirements for users. Article 2 defines the types of "alternative" fuels or energy sources that serve, at least in part, as substitutes for fossil oil sources in the supply for transport and which can contribute to its decarbonisation and to improve the environmental performance of the transport. Each Member State, as regulated in Article 3, adopts a national strategic framework for the development of the market with regard to alternative fuels in the transport sector and the construction of the related infrastructure. Member States must ensure that national strategic frameworks consider the needs of the different modes of transport existing on their territory, including those for which limited alternatives to fossil fuels are available. These national strategic frameworks, where appropriate, must take into account the interests of regional and local authorities with the aim of ensuring the necessary measures, applied in compliance with the state aid rules contained in the TFEU (Treaty on the Functioning of the European Union) in order to achieve the objectives of this Directive are consistent and coordinated. National strategic frameworks must be in line with current EU legislation on environmental and climate protection.

Articles 4 to 6 govern the supply of electricity, natural gas and hydrogen for transport in line with the objectives of the national strategic frameworks defined by the member states, while for Article 7 Member States ensure that clear information is made available, consistent and relevant with regard to motor vehicles that can regularly use certain fuels placed on the market or be recharged via recharging points. Finally, articles 8 to 13 define the implementation of the national strategic framework every three years.

To support the achievement of the objectives of the National Strategic Framework, in its various forms, Legislative Decree 257/2016, regulates the implementation of Directive 2014/94 / EU on the construction of an infrastructure for alternative fuels, moreover, the article 3 paragraph 7 letter c , explicit not only the adoption of measures aimed at creating the infrastructure for alternative fuels in public transport services, but also the adoption of guidelines for the preparation of urban plans for sustainable mobility (PUMS) to be implemented by decree of the Ministry of Infrastructure and Transport, subject to the opinion of the Unified Conference.

Guidelines for drawing up PUMS

The decree of the Ministry of Infrastructure and Transport of 4 August 2017 has the task of define the guidelines for the preparation of urban sustainable mobility plans. They refer to the document "guidelines. developing and implementing a sustainable urban mobility plan", approved in 2014 by the European Commission's Directorate-General for Mobility and Transport. The guidelines provide for developing a vision of urban mobility system that tends to environmental, social and economic sustainability objectives through the definition of actions aimed at improving the effectiveness and efficiency of the mobility system and its integration with urban planning and territorial developments in order to guarantee accessibility levels.

The guidelines outline a uniform procedure for the drafting and approval of the PUMS, with the identification of the reference strategies, the macro and specific objectives and the actions that contribute to the concrete

implementation of the strategies, as well as the indicators to be used for the verification of the achievement of the goals of the PUMS (Article 2). The ministerial decree prescribes that metropolitan cities, large area bodies, municipalities and associations of municipalities with more than 100,000 inhabitants are called to draft and adopt the PUMS in order to access state funding for mass transport infrastructures, such as metropolitan railway systems, tram and metro.Institutions have two years to draft the PUMS, which have a time horizon of at least ten years and need to be revised each 5 years. Furthermore, the municipalities that have adopted a PUMS have two years to update the objectives of the plan in accordance with the guidelines (Article 3).

During the elaboration phase of the PUMS the importance of the listening phase and the participation of all stakeholders is underlined. Within the guidelines the procedure for adopting a PUMS is divided into the following phases:

— definition of the interdisciplinary/inter-institutional working group. The PUMS is drawn by a group with knowledge in the various disciplines of territory government, such as offices and sectors of urban planning, mobility, the environment, tourism, economic activities and others which will be joined by the various actors institutional of the territory and external technicians of proven experience in the field. The area mobility manager must also be part of the group;

— preparation of the cognitive framework. It represents a photo of the actual state of the area covered by the plan. It is articulated in different points: urban logistics, transport networks and services, legislation, mobility policies, cycle and pedestrian traffic flows, environmental impacts;

— start of the participated path. Each administration can choose the techniques and the approach of participation that it considers most appropriate to its territorial reality and economic availability;

— definition of objectives. Within the plan, there are (i) four minimum macro objectives (effectiveness and efficiency of the mobility system, energy and environmental sustainability, reduction of road accidents, socio-economic sustainability) to be achieved over a period of 10 years and (ii) specific objectives of lower hierarchical level, functional to the achievement of macro-objectives. All objectives must be monitored every two years to assess their achievement and actuality;

— participatory construction of the plan scenario. Once the cognitive framework is set and the objectives set, strategies and actions must be identified with the participatory process;

— strategic environmental assessment (SEA). The SEA procedure is contained in the legislative decree 152/2006 and is applied to the PUMS according to the SEA screening procedure;

— adoption of the plan and subsequent approval. The decree recommends (three) as passages (i) adoption of the PUMS in the municipal or metropolitan council; (ii) publication of the PUMS and collection of observations; (iii) counter-arguments to the observations or acceptance of the same and subsequent approval of the plan in the municipal or metropolitan council;

— monitoring every two years. During the preparation of the PUMS, mandatory monitoring activities to be started following the approval of the PUMS must also be envisaged. The monitoring is divided into the following phases: (i) collection of the data necessary for the estimation of the ex post indicators, to be evaluated every two years; (ii) comparison of the ex-ante and ex-post indicators for the evaluation of the effectiveness and efficiency of the interventions envisaged by the plan; (iii) reconsideration of the interventions if the expected results are not achieved, with indications of the integrations / changes to be made to the plan; (iv) any revision of the targets to be achieved.

Transport policy is therefore one of the main foundations on which the European strategy on urban sustainability is based. The impacts on the environment, on human health and on the economy, generated by the current configuration of the transport system, negatively affect the quality of life in urban areas. It follows the need to promote, in the various physiognomies that it can assume, urban transport the diffusion of new mobility models in a sustainable perspective that aims to improve people's quality of life.

In Italy, Puglia region is an example of drafting and approving regional guidelines with DGR n. 193/2018, which in the national context, intended to prepare them in continuity with the national document and introduces further details, cognitive data and assessments related to the specificities of the Apulian context. The guidelines of the Puglia region on one hand identifies a programmatic and regulatory reference framework for the Apulian regional territory and on the other they define the aims that a PUMS must draw from and, finally, they define the objectives that a transport system pursues, which are: (i) the modal balance of mobility; (ii) reduction of road congestion; (iii) improvement of air quality; (iv) reduction of noise pollution; (v) reduction of motorization rate and finally increase in accessibility. As far as the results defined in the PUMS are concerned, useful information on the management of expected facts has been placed in a different point of view in different time periods. Finally, they define the process of drafting a PUMS, identifying the main phases and the procedural procedure for the purpose of approving the plan in line with the regional legislation of reference. The DGR n. 193/2018 provides examples of strategies and good practices and tools and outline a general framework of the main European and national funding programs on sustainable mobility, in order to support Administrations and professional experts in the development and implementation of a PUMS. The Regional Guidelines are intended in the first instance to Apulian Local Administrations that intend to engage in the development of an Urban Sustainable Mobility Plan (PUMS), but also to professionals who are experts in planning and mobility management and provide their support to local administrations.

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04

REVIEW PAGES: URBAN PRACTICES

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In this number

PLANNING FOR URBAN RESILIENCE IN SOUTHEAST ASIA: TWO CASE STUDIES

With a greater concentration of people and assets in urban areas, cities need to address an increasingly complex range of shocks and stresses to safeguard development gains and well-being. Managing disaster risk and the impacts of climate change have long been an important focus of urban resilience (Galderisi, Mazzeo & Pinto, 2016), but recent examples have shown how economic crises, health epidemics, and uncontrolled urbanization can also affect the ability of a city to sustain growth and provide services for its citizens, underscoring the need for a new approach to resilient urban development. In response of these concerns, in the last few decades, researchers from different disciplines have started investigating the meaning, aspects and elements of urban resilience, suggesting that resilience is a complex and multifaced concept with wide implications for planning practices (Salat & Bourdic, 2012), also arguing that achieving resilience in urban areas requires a strong partnership between local governments, research centers, the non-profit sector, businesses, and communities (Stumpp, 2013). Within this context, several initiatives involving both public and private stakeholders have been created in the last few years, aimed at fostering resilience in urban areas. A notable example in this direction is the 100 Resilient Cities initiative, pioneered by the Rockefeller Foundation. The initiative represents one of the most remarkable effort to helping cities around the world become more resilient to the physical, social and economic challenges that are a growing part of the 21st century. The 100 Resilient Cities programme defines urban resilience as "the capacity of individuals, communities, institutions, businesses, and systems within a city to survive, adapt, and grow no matter what kinds of chronic stresses and acute shocks they experience". Based on this definition, a "City Resilience Framework" (CRF) has been established. The framework provides an innovative model for the local authorities to develop a holistic city strategy in collaboration with adjacent municipalities, local academic institutions, private stakeholders, and communities of the city and represents the foundation for the developments of a city resilient strategy. The programme has been established in 2013, in honor of Rockefeller's 100th anniversary and had initial funding of $100 million (although the level of funding support has grown since the programme was launched). Since then, 102 cities worldwide have joined the programme, and 68 Resilience Strategies (with nearly 3,000 concrete actions and initiatives) have been developed.

This contribution presents two relevant Resilient Strategies, developed in two cities of the Southeast Asia, within the 100 Resilient Cities framework: i) the Melaka (Malaysia) Resilient Strategy and ii) the Can Tho

(Vietnam) Resilient Strategy. Beside pertaining to the same geographic area, the two cities have been selected because they share a great portion of physical, social and economic challenges, including; a) a fragile city economy; b) aging and poorly maintained infrastructures; c) environmental degradation and d) persistent social inequalities.

RESILIENT MELAKA

Creating a thriving, liveable and smart Melaka

MELAKA is the oldest city of Malaysia and has an urban population of 484,885 inhabitants. The city not only boasts a rich history and cultural patrimony, represented by its word-famous historic center (that received recognition as UNESCO World Heritage Site in 2008), but it is also an international exhibition center, hosting every year numerous national and international conferences, congresses and trade fairs. While tourism represents one of the main economic activity, it is also causing serious problems by increasingly placing pressure on the city infrastructures. Furthermore, the city is experiencing high levels of traffic congestion that stem from a very weak and unattractive public transport network. Finally, an aging drainage system is creating significant flood risk in several locations, while a chronical water supply shortage, combined with poorly maintained hygiene and environmental sanitation infrastructures have caused in past years serious disease outbreaks, making public health an issue of mayor concern for citizens and policy makers.

In order to face these and other relevant urban challenges, on May 2019, the city of Melaka released its Resilience Strategy with the support of the 100 Resilient Cities initiative. The strategy sets a vision for "a vibrant city, where smart governance, collective leadership, sustainable mobility and protective infrastructure supports a thriving, healthy community that is proud of Melaka's outstanding universal values as a world heritage city." The strategy is organized into three pillars which reflect the city's vision and needs for Melaka's future:

— PILLAR I: THRIVING AND ENGAGED COMMUNITIES. This pillar emphasizes the fundamental role of the Melaka's community in building resilience. It brings together actions to equip Melaka's residents, households and business owners with the knowledge and skills to address the city's water, waste and health challenges effectively. It also encourages all citizens to celebrate and preserve Melaka's unique heritage and take part in the conversation about the city's future. Relevant initiatives related to this pillar include: i) the promotion of authentic heritage businesses and products; ii) the development of cultural heritage skills education programs aimed at creating employment and entrepreneurship opportunities, iii) the implementation of community rapid emergency response trainings. Beside these action, important efforts are also devoted toward enhancing citizens awareness by developing awareness campaign in the field of sustainable waste management, public health and sustainable water management.

— PILLAR II: A LIVABLE, VIBRANT AND EFFICIENTLY CONNECTED CITY. Pillar II brings together actions to improve the city's mobility network, public transport services, urban spaces and infrastructure so that they can create healthier environments for residents and visitors. These actions seek to improve resident's quality of life, but also aim to enhance the attractiveness of Melaka to visitors and investors. Actions within this pillar are targeted toward reaching the following three goals: i) developing sustainable transport options; ii) creating vibrant public spaces and iii) cleaning-up and protecting the environment.

— PILLAR III: COLLECTIVE LEADERSHIP AND SMART GOVERNANCE. Pillar III seeks to broaden Melaka's capacity to act upon key issues for Melaka's future by building a network of private and public

stakeholders; developing a data-driven and evidence-based approach to key decisions; and promoting integrated long-term planning across different departments and agencies. To this aim the strategy envisions, among other initiatives, the creation of Data Observatory, an IT infrastructure that integrates data from various agencies in Melaka, to share expertise and technology and facilitate a transparent, responsive, and well-informed society.

RESILIENT CAN THO
Can Tho Resilience Strategy until 2030

CAN THO is the fourth largest city in Vietnam and has an urban population of approximately 1,2 million inhabitants. It is noted for its floating market, rice paper-making village, and picturesque rural canals. Living conditions and livelihoods in the city were historically well adapted to the regular pattern of seasonal flooding, which residents and local governments describe as a "living-with-floods" strategy. However, during the past few years, flooding has become less predictable and more damaging due to a multitude of factors such as climate change, land subsidence and urban development. This created many challenges for the living-with-floods strategy. In addition, the city has been facing many other challenges such as extreme heat waves, infectious disease epidemics, environmental pollution, water resource depletion, and economic recessions.

These challenges also have grown in severity and unpredictability, and are often characterized by inter-disciplinary, inter-regional and even global linkages.

In response, the city of Can Tho released its Resilience Strategy on June 2019, within the context of the 100 Resilient Cities programme. The Strategy is framed by four interconnected pillars:

— PILLAR I: SYSTEMATIC, INTEGRATED AND PARTICIPATORY CITY PLANNING. This pillar is aimed at developing policies and plans in a systematic, integrated manner, with active participation of all relevant stakeholders. It will be implemented in three consecutive and interrelated steps. In the first place, the city will review and analyse key plans and policies of the in order to make recommendations to ensure that they are consistent, systemic and integrated. After this analysis, the city will put in place several initiatives aimed at improving the effectiveness of monitoring and evaluation of the implementation of city plans. Key decision will be thus taken by involving all relevant stakeholders. Particular attention will be paid to engage the Can Tho communities, with a special focus on young people and student.

— PILLAR II: A GREEN AND SUSTAINABLE RIVER CITY. This pillar addresses the environmental component of urban resilience. Its main aim is to protect natural green and blue areas while providing the city with an infrastructure system that is well-connected, modern, flexible, diverse and resilient to extreme natural hazards. Several actions will concur to the achievement of this objectives. These includes, among others: i) the development of a master green infrastructure plan for core urban areas, aimed at creating new green public spaces for community activities; ii) expanding and renewing the hydraulic infrastructures of the cities, making them more resilient to the changing climate, while improving the capacity of public services providers to organize and operate effectively and iii) the development of a well-connected and consistent GIS database on key urban infrastructure, and information management and user interface system to support the planning and management of urban infrastructure.

— PILLAR III: A KNOWLEDGE ECONOMY THAT IS PROACTIVE, DIVERSE, AND DEEPLY INTEGRATED. Pillar III brings together actions to improve city competitiveness in key economic domains such as tourism and agriculture. To meet this target, the strategy envisions several activities aimed at improving the

effectiveness and scale up the platform for regular dialogues between enterprises, investors, and scientists with city leadership and related department leaders. Beside these activities, the strategy also defines supporting mechanisms and policies to incentivize enterprises focusing on clean agriculture products, tourism and rural development that also supports livelihoods of the poor.

— PILLAR IV: GREEN AND CLEAN ENVIRONMENT. The main aim of the fourth pillar is to ensure that communities have secure and stable income, and live in a green and clean environment, buffered from the impacts of economic, social and environmental shocks and stresses. To meet this goal, the strategies proposes a series of coordinated actions, including: i) integrating the resilience approach into policies and programs for environmental safeguard ii) adjusting housing support policies and programs to strengthen the resilience of poor and vulnerable households and iii) conducting research to assess the conditions, characteristics and resilience of migrant groups in the core urban area of the city and propose support measures.

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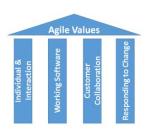
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05

REVIEW PAGES: NEWS AND EVENTS

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In this number

AGILE DEVELOPMENT METHODOLOGY FOR URBAN POLICY IMPLEMENTATION

In recent years a lot of scientific literature has been produced on the topic of smart city, trying to understand how much the new tools proposed by the emergence of ICT could affect the configuration of cities (Papa et al., 2015; Aldegheishem, 2019). The focus has often been on product innovation, analysing the digital revolution as a powerful tool for optimizing existing processes; nonetheless, as has often happened in history, the great technological innovations have brought with them Copernican revolutions, grafting into society process innovations not imaginable at the beginning but able to modify the systems of relations that govern the socio-political structures of organisms such as cities.

One such case could be the adoption of "agile" methodologies as a governance tool capable of transforming the interaction between public administration and citizens in the definition and creation of services for the community.

In software engineering, the term agile methodology refers to a set of software development methods that have emerged since the early 2000s and are based on a set of common principles, directly or indirectly derived from the principles of the "Manifesto for Agile Software Development" (Beck et al., 2001). The agile methods contrast with the waterfall model and other traditional development models, proposing a less structured approach focused on the objective of delivering to the customer, in a short and frequent time, functioning and quality software. Among the practices promoted by agile methods are the formation of small, multi-functional and self-organized development teams, iterative and incremental development, adaptive planning, and the direct and continuous involvement of the client in the development process.

In addition to some scientific papers that analyse the relationship between agile methodology and urban planning and its positive and negative consequences on the cities development (Stevens & Dovey, 2019), a practical application is represented by the project urbanAPI – Interactive analysis, simulation and visualization tools for the implementation of Urban Agile policies – financed by the EU through the European Commission's Seventh Framework Programme. The project is led by Fraunhofer IGD and supported by UWE development partners, Bristol, AIT, GeoVille and partner cities Vienna, Bologna, Ruse and Vitoria-Gasteiz.

UrbanAPI aims to provide ICT-enabled solutions that adapt governance models to support stakeholder involvement and citizen participation, in order to improve the development and delivery of sustainable urban
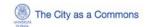
policies. UrbanAPI applications can be used for decision support, conflict management, analysis and visualization and are based on innovative interaction platforms. They support policy makers, planners and stakeholders at different levels of governance and spatial: urban neighbourhood level, municipal level and urban region level. UrbanAPI adopts an agile development methodology with cyclical and multiple activities in parallel, developing a set of tools that creates advanced ICT-based intelligence in three urban planning contexts:

- the 3D Scenario Creator application directly addresses the issue of stakeholder engagement in the planning process through the development and delivery of advanced 3D visualizations of the virtual reality of neighborhood development proposals;
- mobility Explorer offers ICT solutions based on mobile phones that allow the analysis and visual representation of socio-economic activity across cities and in relation to the various elements of city land use;
- the Urban Development Simulator prototype provides ICT simulation tools for simulating the development of interactive urban areas that address urban growth and densification as a result of planning interventions.

The following 5 questions led to the selection of the conferences described below:

- Can the city be reimagined as a commons?
- Which urban processes have been affected by the smart revolution?
- How disruptive trends are already changing and transforming urban living around the world today?
- Can new ICT technologies affect social inclusion, sustainability and empowerment processes?
- Can the networking capabilities of new ICT technologies affect national policies?

THE CITY AS A COMMONS

Where: Pavia, Italy

When: 2-4 September, 2019

http://cityascommons.unipv.it/researchsymposium2019/

Can the city be reimagined as a commons?

It has become fashionable to talk about the "urban commons", and it's clear why. What we traditionally conceive of as "the public" is in retreat: public services are at the mercy of austerity policies, public housing is being sold off and public space is increasingly no such thing. In a relentlessly neoliberal climate, the commons seem to offer an alternative to the battle between public and private; nonetheless, we cannot have a common resource without a common strategy for managing it. And so, rather than a resource, the commons is a process, a set of social relations by which a group of people share responsibility for, yes, a garden or even the governance of their neighbourhood.

The 2019 edition of the Research Symposium is jointly organised by the University of Pavia and the University of Huddersfield and it will bring together scholars and experts on this topic to share theoretical and practical agendas, including best practices and outcomes from live case studies.; it aims at investigating the notion of Urban Commons and their spatial unfolding in relationship to the City. Taking into consideration the wider debate on Commons and its relevance to several disciplines (economics, geography, law, architecture, planning, etc.), the event aims at focusing on urban commons and broader spatial implications, both in terms of spatial practices and design agencies.

THE FOURTH INTERNATIONAL CONFERENCE ON SMART CITY APPLICATIONS (SCA 2019)

Where: Casablanca, Morocco
When: 2-4 October, 2019
http://www.medi-ast.org/sca19/

Which urban processes have been affected by the smart revolution?

SCA conference aims to bring together research scientists and industrial engineers to discuss and exchange both experimental and theoretical results, novel designs, case studies, and trend-setting ideas in the area of smart cities. The conference covers any topic with an intersection with smart cities, including education, healthcare, economy, digital business, building and home automation, environment and agriculture, information technologies and computer science. The Conference encourages submission of original works presenting novel research results and new products or concepts.

4TH ANNUAL INTELLIGENT CITIES SUMMIT

Where: Toronto, Canada
When: 7-8 October, 2019
https://iotevents.ca/event/intelligent-cities-19/

How disruptive trends are already changing and transforming urban living around the world today?

The 4th Annual Intelligent Cities Summit brings together leading global municipal professionals and tech experts to discuss, share ideas and case studies on how to utilize new technology to enhance our cities – making them more efficient, offering better city services and improving quality of life.

SMART CITY EXPO WORLD CONGRESS

Where: Barcelona, Spain
When: 19-21 November, 2019
http://www.smartcityexpo.com/en/home

Can new ICT technologies affect of social inclusion, sustainability and empowerment processes?

The conference proposes a format focused around 5 main tracks, allowing for in-depth discussion in a wide range of formats. Each track is made up of a range of themes, with dedicated sessions honing in on the most critical issues facing cities today.
The main tracks of the conference are the following:

— Digital transformation;
— Urban Environment;
— Mobility;
— Governance & Finance;
— Inclusive & Sharing Cities.

In particular, the last track has the following themes:

— Future of Work & Education;

— Bridging the Gap;

— Circular Economy;

— Sharing Economy;

— Right to the City.

EUROCITIES 2019 Prague

Where: Prague, Czech Republic

When: 20-22 November, 2019

http://www.eurocities.eu/eurocities/allcontent/EUROCITIES-2019-Prague-
conference-programme-WSPO-BDABVP

Can the networking capabilities of new ICT technologies affect national policies?

EUROCITIES was founded in 1986 by the mayors of six large cities: Barcelona, Birmingham, Frankfurt, Lyon, Milan and Rotterdam. Through six thematic forums, a wide range of working groups, projects, activities and events, the group offers to the members a platform for sharing knowledge and exchanging ideas with the aim to influence the EU institutions to respond to common issues that affect the day-to-day lives of Europeans. Its objective is to reinforce the important role that local governments should play in a multilevel governance structure. The Eurocities 2019 conference - Cities at a crossroads – is one of the initiatives organized by the group to share with the participants the most recent issues of the debate on the enforcement of the rights of European local communities.

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