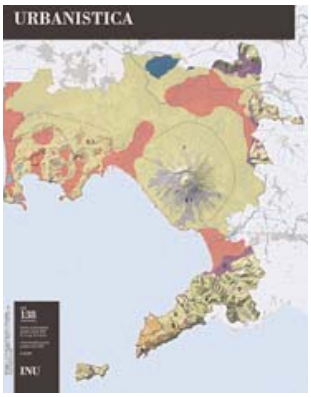

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Sustainable mobility for Naples' metropolitan area
Vincenzo Russo

The current town-planning order of Naples' province, mainly focusing on the centrality of capital and a few other municipalities, involves that thousands of people must travel dozens of kilometres to reach their work or study' place or simply to make purchases. In this scenario, not sustainable for environmental costs and economic consequences, could have two strategies for long-term differences between them. The first with the consolidation of an infrastructural system capable of connecting to the best places very distant from each other, thus emphasizing the specialization of some areas, residential (Giugliano, Quarto, etc.) or with a high concentration of services and functions (centre of Naples). This choice would lead to a further increase in displacement and an anchor stronger order influenced by Naples. Alternative to this hypothesis is instead the construction of a strategy in which transport systems endorsed planning assumptions for the reduction of trips through the containment of the scattering of residences, the strengthening of local systems, etc. Compared with two possible options, the great commitment of the Campania Region to enhance and streamline the rail network will be instrumental in redesigning the metropolitan area polycentric if, in parallel, will also consolidate the marginal urban systems served by an efficient network of local integrated transport, engaged on metro regional railway capable, thus, to sustain the attractive power of the country capital. The new centralities' system proposed by the Ptcp of Naples goes to this direction because it aims to achieve a proper balance and smooth integration between different territorial functions, allowing to detect a mobility pattern that can affect the demand for transport instead of to it, proposals that hangs in the regional design, configured as 'segments' of crocheted principal, and to ensure effective and balanced connection between networks, optimizing, at the local scale, the benefits of the regional network. This design is pursued with the proposal of intermodal nodes, exchangeparking, the streng thening of some railway routes, reuse of railway with tram solutions, new tram systems, an extensive cycle tracks net and connection hectometres systems (inland sea-coastal town). This is implemented through the circumflegrea, the rail lines Quarto-Villa Literno and Torre Annunciata-Cancello, the new north tram system of Naples, lines of the existing rail network or project, for their off centre, may contribute to activation of new reporting systems or strengthening some marginal lines today.
With the aim of making concrete strategy of the plan, the proposals have been made to respond with cost and time 'reasonable and sustainable' to the mobility needs of a large number of users, leaving out solutions too costly or time of execution very long.