



Smart Spatial Planning for Mega Transport Infrastructures  
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# Methodologies for integrating Mega Transport Infrastructure with the territories: Scenarios, Visions and Strategies – a joint approach

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## 2.19. Foreward

With particular reference to “mega infrastructure projects in the alpine areas”, the aim of this meeting is to go in depth on this issue and to try to propose a “Project Protocol” able to deal with the current criticalities of the infrastructure projects.

**The basic assertion of the WP4 of the Poly5 Projects is that:**

Knowledge bases, scenarios, visions, spatial strategies are fundamental tools to support the **spatial project of the infrastructure.**

Moreover, all these project tools should be integrated in the same platform in order to support the mentioned Project Protocol.

**This is what we call here “Smart Spatial Planning”.**



## Theoretical framework

Without coherent and effective Spatial Plans and Projects the Utility of public infrastructures is difficult to demonstrate.

Often the Utility has to be planned and «constructed» at the different scales involved.

Spatial Plans and Projects, to be credible and acceptable, must have some requisites.

Spatial planning must be:

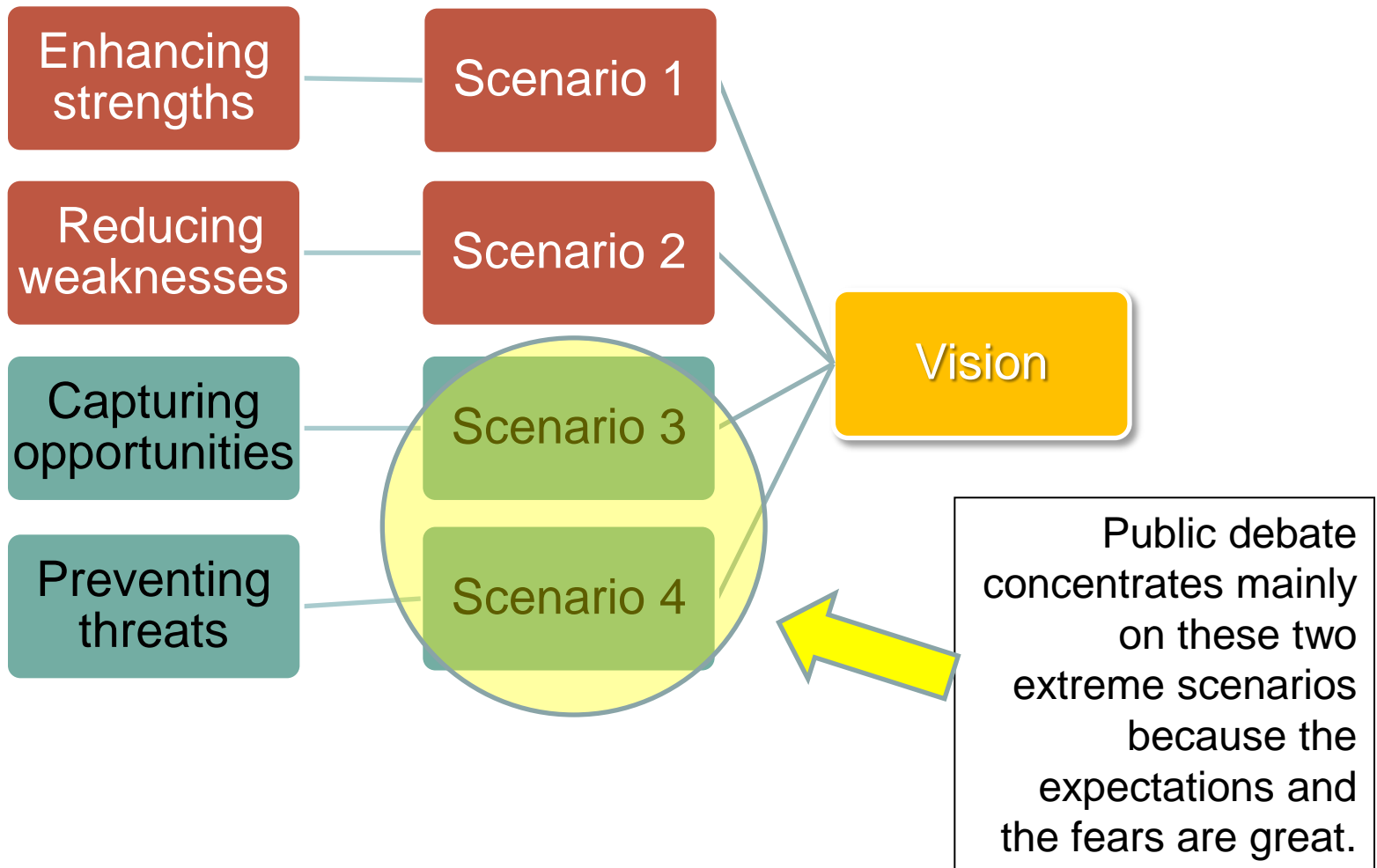
- based on the exploration of different possible scenarios;
- scenarios must be discussed and evaluated in public contexts;
- the long term perspective must be represented through a coherent spatial vision;
- the preferred spatial vision has to be developed through spatial strategies;
- spatial strategies start with an impact model and proceed with SWOT analyses

## 2.19. It is a matter of planning

We are referring not so much to the technical engineering project as to the project that precedes and informs the technical project, that is political, financial, economic, environmental, structural, spatial, social and so on.

If it is a problem of the project, and not of the infrastructure in itself, it means that current contrasts on infrastructures often depend from the projects and from their poor performances of not from infrastructures in themselves.

## 2.12. Scenarios: what does it happen in presence of a big external challenge?



## 2.13. Avoiding extreme scenarios

The scenario exclusively based on capturing opportunities, is risking to fall in the “optimistic bias” (i.e. overestimation of the future transport demand). Similarly, the scenario based only on the preservation of the existing situation or preventing future threats, risks to lead to “do nothing” (i.e. excessive emphasis on the existing transport demand).

This situation is very common and the conflict between these two perspectives produces a decisional impasse if not a radical conflict.

Taking into consideration different perspectives and learning from combinations of different situations (in time and space) it can be possible to generate new unexpected scenarios and offer solutions to the impasse.



## From “Visioneering” to spatial strategy

- Visioneering is a tool to explore the future; it helps people to put themselves in the position of a possible future.
  - So Visioneering can build the starting point of a planning process.
  - Additionally it could be a useful tool, whenever in process a push of creativity is needed.
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- Spatial strategy deals with possible futures too, but it is more analysis-oriented and so the alternative future is more footed in reality.
  - If people choose an alternative future spatial strategy can provide the needed interventions to reach the wanted future.





## Spatial strategy (1)

- The stakeholder workshops in Turin and Chambéry demonstrated that spatial strategy is a method to stimulate a fruitful discourse about the future of alpine regions
- Spatial strategy is easy to explain and a starting point for creative debates and therefore appropriate to deal with prospective developments like a new railroad
- Spatial strategy can be designed by local people as a discursive process and enhanced by the integration of external experts
- Thus the local view can be extended by an external view.



## Spatial Strategy (2)

- The impact model provides basic knowledge about the impact of mega transport infrastructure MTI
- Spatial strategy provides a methodology to design an alternative future and interventions to reach this future
- Spatial strategy can be used as a tool by politicians and local and regional stakeholders to think about the impact of MTI and how to integrate the impact in their spatial development planning

Polycentric Planning Models for Local Development in Territories interested by Corridor 5 and its TEN-T ramifications



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Thank you for your attention