



PEDESTRIAN QUALITY NEEDS
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Country Report

COST 358 Pedestrians' quality needs

ITALY

2. Publications on pedestrian issues

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2. Publications on pedestrian issues

Introduction

Most of the titles in this first list of the Bibliography represent the information sources at disposal, therefore they have more a technical content. The books are set in alphabetic order.

Some of the books in the list are analysed by the form indicated in the template and they are articulated in various sections:

1. **BOOKS**, which contains also conference proceedings;
2. **MAGAZINES**, which contains titles edited monthly, bimonthly, etc. or newsletters;
3. **RESEARCH REPORTS**, which contains both researches already completed or in progress, as well as networks;

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- Yerpez, J., coordonné par, “La ville des vieux - Recherche sur une cité a humaniser”, Proceedings of the International Symposium “Urban areas and an ageing population - Urban planning and the elderly”, The National Institute for Research into Transport and Safety, Arles an Provence, INRETS - Editions de l’Aube, La Tour d’Aigues, F, 1998;
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B. PUBLICATION FORM**B.1 BOOK**

Author	AA.VV.
Title	“Regolamento di esecuzione e di attuazione del nuovo Codice della strada”, Maggioli Editore, Rimini, I, 1997
Abstract (100 words)	<p>It is a road code that prescribes as a renovation of the licence effects.</p> <p>D.LGS. April 30 th 1992, n° 285</p> <p>Art. 128 - 129 - 130 of the code of the road</p> <p>DPR 19 / April / 1994 n° 575</p> <p>The prescriptions affirm that for the driving license for cars, for people:</p> <p>up to 50 years old it has to be renewed every 10 years, older than 50 years it has to be renewed every 5 years, older than 70 years it has to be renewed every 3 years; when there are specific problems, it has to be renewed every year.</p> <p>In conclusion the licence isn't renewed to an elderly person when he is not able to drive anymore and the doctor establishes it.</p> <p>The doctor tells the civil motorization and establishes one "superior medical visit"; if he believes that the senior motorist has an "impossibility" of driving, he doesn't renew the license.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	AA.VV.
Title	“Adonis - Analysis and development of new insight into substitution of short car trips by cycling and walking”, E.C. Transport Research Fourth Framework Programme - Urban Transport, Office for Official Publications of the European Communities, Luxembourg – Italy, 1998
Abstract (100 words)	<p>“How to substitute short car trips by cycling and walking” is the final report of the ADONIS research project. The original title of the project is: Analysis and Development Of New Insight into Substitution of short car trips by cycling and walking. The study was carried out by a Consortium of European researchers.</p> <ul style="list-style-type: none"> ▪ “How can short car trips in big cities be substituted by cycling and walking” is the aim of the project and has been considered in terms of: ▪ cyclist', pedestrian and car drivers' reasons for mode choice ▪ interesting and new physical and non-physical measures for cyclists and pedestrians ▪ statements from people who have been involved in an accident ▪ national differences, if any. <p>In the second chapter the incentives to affect mode choice are described. In Amsterdam, Barcelona e Copenhagen three behavioural studies are implemented.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

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Author	Argentin, I., Clemente, M., Emler, T.
Title	“Costruire le pari opportunità - quaderno tecnico per progettare e realizzare l’accessibilità”, Comune di Roma, Roma, I, 2000
Abstract (100 words)	<p>The book is introduced in form of technical notebook; it’s organized like a whole of detailed technical information, accompanied by normative references, schemes, prescriptions for a good construction and examples of cases already implemented, to every typology of architectural barrier. The related reference user is in general a weak subject; the authors identify a such subject with elderly people, handicapped people and people with limited motor, visual and auditory abilities.</p> <p>The object of the analysis is related to the buildings in the urban and residential areas.</p> <p>The classes of elements of the urban environment that are analysed by the technical and normative point of view, are referable to the following categories: green areas, furnish urban, pathway, information points, areas for the standstill, hygienic services, services of public transport.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Bruscaglia, F.
Title	“Indicatori di dipendenza delle persone anziane: uno strumento statistico per la programmazione, la gestione e il controllo dei servizi per anziani”, Summa stampa, 1993
Abstract (100 words)	A research conducted in Lissone’s Municipality, province in Milan

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words)	<p>(Lombardy, Italy). This territory haven't the same problems of the municipality built near big cities and maintains a strong social dimension; the social relationship among the citizens are frequent and therefore the social net is wide.</p> <p>The services and the structures for the elderly have been listed, both the public and the private ones, both sanitary and social ones. Then a questionnaire has been administered to point out the lifestyle of the elderly. The final synthesis matrix underlines the importance of the structures that support trips and convivial meetings. The questionnaire directly administered to the elderly contained questions on mobility and on the use of support services for moving (by car, transport toward sanitary services, facilitated rates).</p> <p>From the results, the 60% of elderly go by foot, and then by friends'/son's car, by bicycle, by their own car, by taxi, by volunteers car, other.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Burgalassi, S.
Title	“L’anziano oggi – indagini e documentazioni sociali”, Città di Castello (Perugia), I, 1974
Abstract (100 words)	<p>Indications and proposals for planning open services in Pisa Municipality - Section Welfare (Tuscany, Italy). Description of a research in which the authors used both a questionnaire and a reduced version of a projective test with the technique of “completing sentences”, i.e. I would like..., I hope...; the answers to the projective test have been encoded in</p>

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	comparison to the content and to the type of expressed motivations, and divided in categories.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Busi, R., Ventura, V., edited by
Title	“Vivere e camminare in città – Ripensare vie e piazze – per la serenità e la sicurezza”, Proceedings of the International Conference, Dipartimento di Ingegneria Civile dell’Università degli Studi di Brescia - Comune di Cremona – Tipografia Queriniana, Brescia, I, 1995
Abstract (100 words)	<p>AN EXAMPLE IN BRESCIA: PORTA MILANO DISTRICT</p> <p>Fabio Calzolari, Stefano Saldini</p> <p>Porta Milano District in Brescia suffers from traffic congestion and lack of infrastructure. In particular Via Milano is the most dangerous street for the high number of accidents and needs urgent measures.</p> <p>The Municipality Services Firm in Brescia has carried out a study in order to redefine streets, traffic circulation and accessibility. The number of private cars circulating in Porta Milano District in a work day, from 7:30 a.m. to 8:30 a.m., has been evaluated and, thanks also to the road accidents analysis, it has been possible to determine the streets with the highest traffic flow.</p> <p>Then, in order to improve pedestrian and cycle mobility, measures have been taken reducing traffic flows, creating an integrated transport system, eliminating physical obstacles for pedestrians, making public transport means accessible for all.</p>

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	A multi-level parking was built in order to encourage people who use private car when going to work to leave it there, and to complete their journey by public transport means or on foot. In this way in the District local streets only short term parking was allowed.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Busi, R., Ventura, V., edited by
Title	“Vivere e camminare in città / Living and walking in cities – andare a scuola / going to school”, Proceedings of the III International Conference, Dipartimento di Ingegneria Civile dell’Università degli Studi di Brescia - Comune di Cremona - COST-UCE, EC Office for Official Publications, Luxembourg-Bruxelles, 1997
Abstract (100 words)	<p>THE WAY TO AND FROM SCHOOL: PROPOSALS MADE BY “ARCIRAGAZZI”</p> <p>Oswaldo Cattani, Alba Marina Albanese</p> <p>The “ARCIRAGAZZI” works in order to improve urban spaces, in particular home-school paths for children. The planning process is divided into two steps: communication/information and participation. Exhibitions, meetings, workshops and questionnaires are used to gather information. In this process technicians, local authorities and road users (pedestrians, drivers, etc) are involved.</p> <p>In order to improve quality of life in urban areas, the “ARCIRAGAZZI” has proposed the implementation of traffic-calming measures, the implementation of safe paths and the</p>

rehabilitation of outdoor spaces for social life.

The aim of the project “home-school” was to evaluate traffic and infrastructure conditions (signs, junctions, crossings, parking, walkways, lanes) in order to make suggestions for solving the detected problems and a model to show. To this purpose forms were distributed to gather information. This methodology includes also a phase concerning knowledge improvement on road rules.

GOING TO SCHOOL ON YOUR OWN

Adriana Mollaroli

In October 1991 the Municipality of Fano has set up a work group of politicians, technicians and consultants in order to make the urban environment more suitable for children. To this purpose, the most important indicators to take into account were children needs. It is important to underline that the planning process included public participation, and in particular children participation. In March 1995 the project “going to school on your own” started involving pupils from two primary schools existing in Fano. An experiment was conducted in a limited area, having a radius of 700 mt. Not only children were involved but also teachers, parents, elderly people and business owners. Children were free to move around this area with the supervision of the adults, in order to notice all the physical obstacles they could face when going to school on their own. From this experience it has come out that it was necessary to reduce car traffic amount in order to promote safe pedestrian mobility. The measures to take regarded above all increasing the width of sidewalks and main, safe and interconnected pedestrian paths.

RESEARCH FOR A PROGRAM ON PEDESTRIAN SAFETY NEAR SCHOOLS IN THE VERONA MUNICIPALITY

Marco Passigato

In order to improve safety conditions for cyclists and pedestrians

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	<p>in relation to mobility, a study has been made in Verona and surroundings. The economic sector of Verona and the association “friends of the bicycle” have organised meetings with some students from different schools in Verona. In order to gather as much information as possible about the home-school paths, interviews to students and their parents have been also made. Children have drawn on a map their path to school, and have sent to the Major of the city a paper in which the most dangerous places, according to their opinions, were reported. Moreover, children have talked to their teachers about the different dangerous situations they have to face when going to school, and have proposed solutions.</p> <p>A programme has been developed and divided into two different phases: to make safer paths near the schools and to make drivers more conscious of the presence of the children around schools.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Busi, R., Pezzagno, M., edited by
Title	<p>“Vivere e camminare in città / Living and walking in cities – mobilità e sicurezza degli anziani / elderly people’s mobility and safety”, Proceedings of the V International Conference, Dipartimento di Ingegneria Civile dell’Università degli Studi di Brescia - Comune di Cremona - COST-UCE, EC Office for Official Publications, Luxembourg-Bruxelles, 1998</p>

<p>Abstract (100 words)</p>	<p>The COST Action C6 “Town and infrastructure planning for safety and urban quality for pedestrians’ comprises to date 36 researchers representing 12 of 32 COST member countries, and is one of the 15 actions of the urban civil engineering domain of the COST program.</p> <p>Its main objectives and missions are to promote better safety and urban quality for pedestrians, particularly (but not only) for citizens with special needs – children, the elderly and the handicapped – and to suggest planning and maintenance techniques aimed at improving urban quality.</p> <p>The action is taking an active part in the international conference “Living and walking in cities”, that convenes every year Brescia (Italy). The present book contains the proceeding of the fifth edition of this event, which took place on 1 and 2 June 1998 and was entitled “Elderly people’s mobility and safety”.</p> <p><i>Introduction: elderly people as subjects of urban mobility</i></p> <p><i>Roberto Busi (University of Brescia – Italy)</i></p> <p>It is difficult to define elderly people psychological, physical and sociological characteristics, most of all now that, compared to the lengthening of life, this characteristics are fading also for the improvement of health conditions.</p> <p>On the other hand, in town-planning elderly people are one of the most important referee because they are the essential human being in city; and cities are frequently motivated and scanned by elderly people presence.</p> <p>The propose of the Conference is, besides the indication of techniques and methodologies, to improve elderly people mobility in urban areas, above all to indicate urban scenarios as a reference for administrators and technicians on elderly people exigencies in mobility.</p> <p><i>Elderly people and road safety in the province of Modena: analysis on territorial differences and integrated intervention perspectives</i></p>
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F. Tosatti (Centro Traffico – Provincia di Modena, Assessorato Sanità)

The problem of the relationship between elderly people and road traffic is drawing public opinion and administrators attention more and more. Infrastructure adjustment does not nit correspond to the progressive ageing of the population which is the result of birth and death evolution processes. The Province of Modena presents different socio-demographic situations that offer varied scenarios into which the problem could be considered.

In fact, for data furnished by the Municipals city of Modena and ISTAT, the percentage of accidents for the elderly pedestrians are higher in the small towns of the province of Modena than in the city of Modena.

In conclusion there are possible solutions:

- The infrastructures aren't inadequate
- The urban population is distribution in different ways
- The assistance and the emergency-urgency service are unsatisfactory
- The public transport aren't satisfactory for the province of Modena
- The elderly people have a different habits

Optimising the relationship between elderly people and motorised traffic in medium Sicilian urban areas

Matteo Ignaccolo (Università degli Studi di Catania)

Arcangelo Grillo (Ingegnere in Enna)

It is a study of a principal street located in the historical centre of Enna.

In this study is based on mathematical procedure that proposes some feasible solutions for better road user's life quality, particularly that elderly people.

The solutions foresees pedestrian areas extended also to the

	<p>main roads in central areas and exalts the role of public transports that are important for elderly people.</p> <p><i>Autonomy and society</i></p> <p><i>Marco Passigato (FIAB Verona)</i></p> <p>The paper presents the experience of a group of citizens that are helping the management of a holiday and rest-home in the Province of Verona.</p> <p>For what concerns the rest-home it has been notice that for elderly people a safe route among the rest-home, the graveyard and the church is essential.</p> <p>The second necessity which has emerged is the possibility for elderly people of being able to reach the centre of the urban area autonomously.</p> <p><i>A model for route deviation bus design</i></p> <p><i>Antonio Pratelli (Università degli Studi di Pisa)</i></p> <p><i>Fabio Schoen (Università degli Studi di Firenze)</i></p> <p>A case of study to Imola (Bologna) about route deviation bus, it is a form of transport in which the public transport stops not only in pre-arranged points, but also in a whatever point of the itinerary.</p> <p>It is only a good study.</p> <p>The advantage is a greater number of users because combines the advantages of an elevated level of service minimizing the waiting times and the pedestrian paths.</p> <p>This study describes a mathematical model recently implemented for the planning of route deviation bus.</p> <p><i>Public transport and elderly people: a possible dialogue</i></p> <p><i>Mauro Ranieri (ASM Brescia)</i></p> <p>To satisfy users' needs the society of the transports of Brescia (ASM) has undertaken several initiatives concerning pricing,</p>
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	<p>means of transports, service staff; some of which for elderly users and other just to better general users conditions.</p> <p>The changes that elderly people seem to appreciate most are minibuses, the increased number of bus stops, the rather high frequency of buses and the “security” of service.</p> <p><i>Planning oriented to old persons: an integrated approach</i> <i>Giovanna Fossa (Politecnico di Milano)</i></p> <p>The problem about old person is becoming a most important issue in the current change of the society and of the region as a whole. The growth of the old person percentage is a datum featuring the demographic evolution in all the post-industrial countries. The present paper highlights the complexity and the transformation power of this issue. The remarkable implications for urban planning and managing are discussed with a special focus on the Lombardy metropolitan region.</p> <p><i>The role of space organisation in encouraging elderly people's mobility</i> <i>Eugenia Monzeglio (Politecnico di Torino)</i></p> <p>The organisation and the functioning of town condition elderly people's mobility, safety and relation possibility very much.</p> <p>A good organisation of the town open spaces, of its routes and connections so that they grant accessibility, use, safety, clarity in their use helps elderly people remain in their homes dealing their stay in public structures and contributes greatly to “your own home” policy.</p> <p><i>Project solutions for a physical and perceptive accessibility of urban environment</i> <i>Francesca Tosi (Politecnico di Milano)</i></p> <p>Elderly and handicap people's needs are often assimilated for they both require specific space and width. These parameters are</p>
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	<p>not the only reference of the non-environment relationship. In fact this relationship is the result of a complex system of relations which vary according to age and health conditions.</p> <p>In this paper are analysed prescriptions and normative of the laws existing in Italy, these regards architectural barriers, public transports, private and public buildings and public spaces.</p> <p><i>Projecting urban spaces according to the reduced mobility of elderly people</i></p> <p><i>Michele Pezzagno (Università degli Studi di Brescia)</i></p> <p>By the end of this century the number of elderly people in civilised countries will be alarming. This paper presents only some of the simple projecting and planning criteria in favour of elderly people mobility and safety in urban spaces. Such criteria should be used by public administrations in ordinary and extraordinary maintenance of roads, sidewalks and parks.</p> <p><i>Pedestrian environment with high commercial valence: evaluation of quality and usability conditions for elderly people</i></p> <p><i>Paolo Pileri (Politecnico di Milano)</i></p> <p>The paper presents the results of a pedestrian mobility research in urban areas applied to a commercial streets often become the centre of strong social interests. For this reason the research has verified the hypothesis that commercial centres should offer adequate infrastructural services and pedestrian mobility conditions open to all road users.</p> <p>The experiment is effected in Milano on a sample of 17 commercial roads, to improve the quality of the pedestrian service.</p> <p>This study has conducted any remarkable conclusions:</p> <ul style="list-style-type: none">• The infrastructures aren't comfortable, and the condition of mobility for the weakest users like the elderly are difficult• The sidewalks width is occupied by different obstacles• The infrastructures offer scarce service quality
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	<p>In conclusion are founded some proposals.</p> <p><i>Elderly people and mobility in a thematic park: the park of the European friends of Pinocchio in Collodi</i></p> <p><i>Marco D’Orazio, Alessandro Stazi (Università degli Studi di Ancona)</i></p> <p>This paper presents the problem of elderly people mobility inside parks, considering the park of Pinocchio in Collodi. A project has been made to adequate it to the needs of elderly people both for what concerns the cultural offer and the use.</p> <p><i>For a friendly city</i></p> <p><i>Aurelio Auteri (Università degli Studi di Catania)</i></p> <p><i>Enzo Livio Maci, Giuseppe Marcello Mandina (Ingegneri in Catania)</i></p> <p>Green spaces integrated in urban areas have a fundamental role in bettering life quality. The making of parks and new green spaces offers irreplaceable chances for social relations among citizens, particularly for elderly people.</p> <p><i>City and elderly people</i></p> <p><i>Maria Rosa Ronzoni (Università degli Studi di Bergamo)</i></p> <p>This paper has tried to analyse how our towns satisfy the evident needs of elderly people.</p> <p>Urban policies of Emilia Romagna have been examined for what concerns elderly people’s problems; the way in which the cities of Bologna, Modena and Reggio Emilia answer to elderly people’s needs will be presented.</p> <p><i>A town five projects: the experience of the international seminar “urban renewal and town culture” 1997</i></p> <p><i>Alessandro Greco (Università degli Studi di Pavia)</i></p>
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It has been noticed that elderly people change their habits unwillingly and the roles of social life in communities. This paper presents the results of a seminar “Urban renewal and town culture” held by the University of Pavia.

The project of the connection between internal and external urban spaces for elderly people comfort and safety

Roberto Ruscelli (Università degli Studi di Torino)

Carlo Sala (Vigili del fuoco di Torino)

Elderly people have problems in moving in open urban spaces caused by the change in their perception of physical space. An analysis of the time in using different spaces according to the level of self-sufficiency could give useful project suggestions to better the global quality of environment.

The commission to eliminate the architectural barriers: an example of direct collaboration between citizens and public administration

Luciano Caon (Comune di Cremona)

This paper considers the political and cultural aspect of the study commission to eliminate the architectural barriers. The administration has made the meeting of different subject and services possible so that people, who share the same aims and who work for the same problems, have had the change to meet and discuss.

Elderly people in the city of Cremona

Sauro Avanzi (Comune di Cremona)

The younger elderly people who are a great help for their families find important spaces of life being grandparents and living their spare time. The public administration of Cremona has backed the Social Centre initiatives promoting specific interventions which aim at elderly people particular interests.

	<p><i>Elderly people's role in projects for children: an experience of city transformation</i></p> <p><i>Francesco Tonucci (Istituto di Psicologia del CNR, Roma)</i></p> <p>Children are the weakest users, if we choose them as project parameter and we decide to satisfy their needs: children require frequent shared open spaces and they ask you share them with their ground parents – we will answer the needs of all Vulnerable Road Users: the weakest to grant all.</p> <p><i>Elderly people's role in projects for children analysis of participated experience project for play grounds areas</i></p> <p><i>Antonella Rissotto (Istituto di Psicologia del CNR, Roma)</i></p> <p>Through this research the relationship between elderly people and children in play grounds and open space has shown how children perceive elderly people in a positive way. It is therefore important to create spaces were children and elderly people may meet bettering elderly people life quality and children safety.</p> <p><i>The town and elderly people</i></p> <p><i>Raffaella Anzaldo (STRADAMICA, Catania)</i></p> <p>The paper deals with the relationship between the town and the elderly people depending both housing problem and urban accessibility. It propose planning experiences which have been experimented in different countries.</p> <p><i>A renewed collaboration between police and town</i></p> <p><i>Fabrizio Cristalli (Polizia Municipale di Cremona)</i></p> <p>The new European guidelines will lead to a change in the role of the town police. The town of Cremona has reorganised its police service through the use of an informatics system so as to satisfy the needs of its citizens.</p> <p>The paper presents the new organisation of work planned after analysing the requests made to the police centre. Elderly people</p>
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	<p>have been particularly helpful in informing about daily problems and needs.</p> <p><i>Restoring proximity starting from the needs of a fast ageing population</i></p> <p><i>Maurizio Tira (Università degli Studi di Brescia)</i></p> <p>Mobility and urban planning dynamic are strictly linked, despite objectives and politics that are implemented in different cases, ages and situations.</p> <p>The network concept has increased its complexity today, being charged with multiple meanings and aspects. The network can be both physical and virtual, connected and with a hierarchy through the nodes of the territorial structure.</p> <p>From natural process to plan. Within an increasing complexity, opportunities for planning are multiple once the main objective for planners is well understood: the objective of planning do not lie in the network, nor in the nodes, but in what are to be related through the network, whatever the means of transport could be.</p> <p>The needs for social interaction are at the heart of planning, and they transform necessarily in spatial interactions, but with highly differentiated modalities.</p> <p>In the paper the relevant topic of mobility and urban plan will be dealt, starting from the slow mobility of the elderly (in a great portion pedestrians).</p> <p>It is a particular focus, but it has been analysed within a broader perspective, for a more general purpose. Those differentiated needs the town should cope with to satisfy the aspects of an increasing elderly population, contain a wide and diffused opportunity to improve the quality of urban spaces and relations.</p> <p><i>The elderly and the historic centre: everyday mobility and accessibility to public services</i></p> <p><i>Michela Tiboni, Valeria Ventura (Università degli Studi di Brescia)</i></p> <p>In the present paper the theme of elderly people mobility in urban</p>
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environment has been discussed, particularly as regard the historic centre of Brescia, which denotes a big concentration of accidents along a few penetration roads.

The extraction from data base of all accidents involving elderly pedestrians (≥ 65 years old) has been a first step of the work. Then they have been compared with the total amount of casualties and associated to the location of public services in the town centre. Aim of the work is to define some guidelines for the improvement of urban spaces, taking into account the needs of the elderly, throughout the integration between urban planning and everyday mobility.

The accessible city: a different approach to eliminate architectural barrier

Enrico Bresciani, Barbara Caliendo, Paola Fieschi (Comune di Cremona)

The paper presents the activity of the Municipal traffic office in planning the elimination of the architectural barriers in the urban area of St. Bernardo-Borgo Loreto. The population of this district is mainly composed by elderly, handicapped people and children.

The criterion followed in developing the project is based upon the involvement in the planning of different categories of vulnerable road users.

The paper also illustrates the various activities of the commissions and working groups.

Infrastructural elements for elderly people: pedestrian road crossings out of intersections in urban district roads

Luisa Zavanella (Università degli Studi di Brescia)

The location and the equipment of pedestrian crossings is a very important element for elderly people's mobility. Therefore studying the location of pedestrian crossing means bettering elderly people safety. Very often crossing are set where there is a high volume of traffic caused by the presence of services and commercial centres with a consequent increasing of conflicts especially for elderly

	<p>people.</p> <p><i>Elderly people's mobility in the urban traffic plain</i> <i>Giulio Maternini (Università degli Studi di Brescia)</i></p> <p>The mobility of the elderly is not feed in an adequate way in the Italian guidelines that generally underline the importance of pedestrian mobility without distinguishing the various categories of pedestrians and therefore solutions to satisfy their needs.</p> <p>In the urban traffic plans, the mobility of the vulnerable road users, such as pedestrians and cyclists, are considered, but the various typologies are not distinguished and therefore there is a lack of interventions that are directed towards the mobility of the elderly.</p> <p>It is important that the three levels of traffic planning include the objectives regarding the improvement of the mobility of the elderly.</p> <p>Various quality indexes could be proposed for the traffic plan, in function for example of security, public traffic, traffic signs, etc.. The pedestrians itineraries that satisfy the demand of mobility of the elderly, with a good level of service, would demonstrate the quality of the plan. Concerning, safety a quality indicator could be the accident rate relative to a part of a road indicated by National Research Centre (CNR). The accident rate of the elderly could be used as an instrument to verify the effectiveness of the interventions carried out in favour of the mobility of the elderly.</p> <p>THE ACCESSIBLE CITY: A DIFFERENT APPROACH TO ELIMINATE ARCHITECTURAL BARRIER Enrico Bresciani, Barbara Caliendo, Paola Fieschi</p> <p>The main objectives of the “Accessible City Project” are to eliminate the physical obstacles along pedestrian paths in the centre of the town and to evaluate the quality of urban environment through the analyses of squares, streets and public gardens conditions.</p> <p>In order to achieve these goals, citizens have been involved in</p>
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the planning process from the early beginning. Two work groups have been created: the first one made up of authorities representatives, technicians, representatives of the social services of the District; the second one open also to citizens' representatives.

Both work groups have used a methodology based on three different steps: pedestrian paths analyses (regarding safety, comfort and accessibility aspects), distribution of questionnaires to the inhabitants of the district and distribution of questionnaires to the pupils of "Stradivari" primary school and to their parents.

From data collected, it has come out that streets are very dangerous for pedestrians and this is why children and their parents have suggested the improvement of road signals and the supervision on the roads.

PEDESTRIAN ENVIRONMENT WITH HIGH COMMERCIAL VALENCE: EVALUATION OF QUALITY AND USABILITY CONDITIONS FOR ELDERLY PEOPLE

Paolo Pilieri

In order to make commercial streets suitable for pedestrians, it is necessary to improve safety and comfort levels. Seventeen streets with a high level of commercial activities, traffic amount and pedestrian flows have been analysed and the study was based on "Level of Service" (L.O.S. "Highway Capacity Manual" U.S.A., 1985) indicators which evaluate the infrastructure quality with relation to pedestrian flows and to the space available for each pedestrian.

This study aimed at:

- classifying the streets with relation to pedestrian flows,
- calculating the L.O.S. for each street and then defining their quality level.

To this purpose, pedestrian flow surveys were conducted, links between the existing infrastructure features in the analysed

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	<p>streets and the presence of pedestrians were determined.</p> <p>From the collected data, it has come out that pedestrian flows in the streets are strictly connected to the kind and the number of commercial activities. In order to equally distribute pedestrian flows, local authorities should adopt policies to foster commercial activities development in different areas of the District. Measures should be taken also to improve pedestrian infrastructure such as wider sidewalks, new and more suitable urban furniture. In fact, according to the “Environmental docility hypothesis”, little implementations in urban environment lead to a remarkable positive change in the weakest road users behaviour and to a consequent improvement of the quality of life.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Busi, R., Ventura, V., edited by
Title	<p>“Vivere e camminare in città / Living and walking in cities - L'handicap nella mobilità / Handicap in mobility”, Proceedings of the IV International Conference, Dipartimento di Ingegneria Civile dell'Università degli Studi di Brescia - Comune di Cremona - COST-UCE, EC Office for Official Publications, Luxembourg-Bruxelles, 1999</p>
Abstract (100 words)	<p><i>Introduction: a city everybody can move in</i></p> <p><i>Roberto Busi (University of Brescia – Italy)</i></p> <p>To allow the city to be crossed by pedestrian (even if impaired in their movements) suitable techniques have to be developed (role of scientific research) and application of these techniques must be asked of Public Administration (role of associations in a civilized society) .</p>

	<p>The extremely important and well known experiences of the Dutch “woonerf” and which, organized in systems , permit pedestrians to move among the external districts and from external districts to central areas of the city and to its facilities.</p> <p><i>Accessibility of urban collective transport systems for disabled people</i></p> <p><i>Dr. Massimo Santori (CSST – Centro Studi sui Sistemi di Trasporto)</i></p> <p>Journeys by those with motorial impairments are no longer a secondary factor in the demand for transport in European cities. During the last decade, a series of factors have led to an increase in the incidence of this type of mobility . The most significant of these are:</p> <ul style="list-style-type: none">- the demographic trend, with the ageing of the population;- the rise in one-person families, with an ever-increasing number of the elderly and disabled living alone;- the new processes of urban development, with the spread of out-of-town shopping centers and the decentralization of facilities, which require longer and longer journeys to meet daily needs. <p><i>Accessibility of an innovative transport system: Brescia light metropolitan railway</i></p> <p><i>Alberto Arengi (University of Brescia)</i></p> <p>Light railway or Metrobus is an innovative transportation system: it is completely automatic (driving, traffic regulation, control and safety systems), the trains are smaller and more frequent with a capacity equal to the traditional systems, the construction times and costs are lower and the environmental impact is soft.</p> <p>As far as accessibility is concerned, the problems to be faced are: the access to the station and to the platform, the lift from the platform to the car, how and where the disabled should be positioned in the car.</p> <p>The solution for the first two problems is quite simple depending</p>
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on building criteria. The lift from the platform to the train can be achieved by adopting platform doors and leveling systems which minimize (few millimeters) both the horizontal and vertical distance between the platform and the flatcar. At the moment Val system can offer all the previous requirements and since 1983 has been working in Lille, and only recently it has adopted in other important cities in France, in the United States and in Italy.

The mobility of disabled pedestrians: spaces and times for pedestrian crossing

Michela Tiboni, Valeria Ventura (University of Brescia)

In Brescia, near the historical center, a big traffic area with an high number of road casualties has been considered in order to analyse some pedestrian crossings. By using video recordings and direct observation on site, for each pedestrian information was collected and a form have been filled up with data on the crosswalk areas and the pedestrian himself (crossing time, age, disabilities etc). The final aim is to find possible solutions to improve the crosswalk Level of Service, taking into account the problems of the disabled people as well as considering the traffic characteristics of the whole area. These information, having registered age, could be well used also for studying elderly behaviours in crossing.

Improving road design for the benefit of the people with reduced mobility

Giulio Maternini (University of Brescia)

The planning of the public urban areas is of particular importance to/for people with mobility impairment. The street is an infrastructure element that should allow anyone to move easily and to have the right to mobility.

Unfortunately, in most of our urban centers there is not enough attention to the application of infrastructure road elements in function of various difficulties that disable people face.

The existing norms cannot be considered adequate, in that

sometimes they aim at making easier pedestrian movement for some particular kinds of disabilities and, at the same time, show negative effects on other kinds of handicap.

The research regarding road infrastructure elements to be used in urban areas, is finalized at improving the mobility conditions of the most vulnerable road users as the pedestrians.

The contribution of the associations of the disabled to the removal of architectural barriers

Claudio Romano, Angela Colombo (Committee “A City for everybody”, Brescia)

In 1993 the Municipality of Brescia established a number of study groups with the task of making an analysis of the real problems relating to the social condition of disabled residents, in order to draw up proposals which would aid the integration of those with impairments. The committee's aim is to create a table of comparison which supports the active participation of the disabled in the planning and implementation of the measures to be introduced, in the conviction that those directly inconvenienced can provide valuable expert advice for the identification of the solutions and strategies best suited to the achievement of social integration.

The elderly, children and the disabled in the resolution of the European parliament

Paola D'Avella (F.E.P.A. – Fédération Européenne Piétons Associés)

In 1990 the Italian Association for Pedestrians' Rights, together with other European Associations, successfully applied to the European Parliament for Resolution in favour of the charter of pedestrians' rights. The first statements of this resolution affirms that “ The European Parliament believes that a policy in favour of the pedestrian must be the central factor of an action intended to bring about a new, more human urban mentality”, and in particular that “the handicapped are entitled to obtain specific measures

which allow them all possible mobility, such as the elimination of architectural barriers”. The Resolution also with the problem of urban transport, setting the objective of non pollutant public transport systems offering full cover, and equipped to serve the needs of all citizens, “ with and without disabilities”.

As a member of the European Federations (FEPA) , the Association is fighting to ensure that the Resolution is adopted by all EU member states and provides the future basis for a possible urban quality system, thus applying European integration in an original new area.

ACCESSIBILITY OF URBAN COLLECTIVE TRANSPORT SYSTEMS FOR DISABLED PEOPLE

Dr. Massimo Santori

”Accessible” bus lines in Sweden

In Sweden surface public transport policies aim at improving elderly and disabled people mobility. In Stockholm and other 49 Swedish cities public transport is structured in three categories:

“regular service” which is provided with 12 meters-long buses with low floor.

“accessible lines service” which is provided with 6-8 meters long buses specially designed for people with physical disabilities.

“call a ride” service which is at seriously disabled people disposal only.

”Easy Ryder” a Birmingham

In Great Britain, and in particular in Birmingham, Coventry and Wolverhampton, “accessible services” are provided with low-floor mini-buses. This initiative is run by the West Midlands Special Needs Transport Accessible Society and is well accepted by users.

	<p>Implementations in Spain</p> <p>The National Institute for Social Service (Inserso) funds implementations in order to make public transport more suitable to the weakest road users needs. The “People with reduced moving capability” program has been developed; through it, an agreement with the Spanish Federation of municipalities and provinces has been made. In this way the public transport firm contributes with money for the higher cost of low-floor buses. As a result, a number of new low-floor was introduced.</p> <p>The Inserso also encouraged taxi-owners to buy vehicles that are suitable for disabled people needs, and gave contributions for implementations in urban environment in order to improve accessibility.</p> <p>Accessible Subway in France</p> <p>In Paris 15% of subway stations are provided with elevators and “tapis roulant” (moving footpath or walkway) and ticket offices are accessible for the most vulnerable users. The “assisted trip” service has been introduced in order to ensure assistance to disabled people during their journeys.</p> <p>Implementations focused also on providing subway station entrance with mechanized systems, on giving information on board to the travellers, on making ticket offices accessible for all, on ensuring safety and comfort inside the vehicles.</p> <p>THE CONTRIBUTION OF THE ASSOCIATIONS OF THE DISABLED TO THE REMOVAL OF ARCHITECTURAL BARRIERS</p> <p>Claudio Romano, Angela Colombo</p> <p>In 1993, the Municipality of Brescia carried out a study in order to evaluate the disabled people conditions from a social point of view, and to promote measures which would lead to a wider integration of disabled people in social activities.</p> <p>Both representatives of local authorities and disabled people associations participated to this study in order to exchange</p>
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opinions and ideas. Meetings were organised to evaluate projects already developed, and field studies were conducted.

However, a wider and deeper participation of disabled people in planning processes was proposed by the Committee for the elimination of physical obstacles. This Committee, founded in 1995, consisted of technicians and representatives of the disabled people associations.

A project was developed in order to link the railway station to the centre of the city through a pedestrian path. The Committee participated in the planning process.

THE PEDESTRIAN SPACES PLANNING IN ROME: COMPATIBILITY BETWEEN THE VARIOUS NEEDS AND REQUIREMENTS

Lucia Martincigh, Maria Vittoria Corazza, Arnaldo Marino,
Alessandra Tosone

An interdisciplinary group of architects, traffic engineers and experts of other disciplines participated in a long term research project called “Urban rehabilitation and pedestrian mobility” run within the COST Program-Action C6: “Town and infrastructure planning for safety and urban quality for pedestrians”.

The objective was to solve the problems related to pedestrian mobility in order to improve quality of life in urban spaces. The project was developed at Pietra Papa District, in Rome.

Through different analysis phases, the research team was able to compare the inhabitants needs with the existing services and to point out the problems to solve. As a solution, a new mobility system was proposed also with a rehabilitation purpose. Public involvement was one of the most important and innovative aspects of the planning process. Thanks to the inhabitants participation, it could be possible to define the indicators which have then guided the research team during the planning phase.

THE MOBILITY OF DISABLED PEDESTRIANS: SPACES AND TIMES FOR PEDESTRIANS CROSSINGS

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	<p>Michela Tiboni, Valeria Ventura</p> <p>In order to improve safety conditions for pedestrians when crossing roads, a study was made in Brescia (Italy); analysis of it focused on the pedestrians speed when crossing, and in particular of disabled people. The aim of this study is to provide guidelines for a correct design of crossings and for a correct regulation of traffic-lights time, which has to take into account the needs of all pedestrians.</p> <p>The Department of Civil Engineering of the University of Brescia has analysed not only pedestrians flow at crossings in Piazza Garibaldi, but also noise pollution level. It has come out that the high level of detected noise pollution is one of the elements which badly affect safety conditions for pedestrians when crossing a road. Data have been collected through direct observation of pedestrian behaviour or through videotapes. For all observed pedestrians, a brief report was made reporting weather conditions when crossing, crossing features, crossing time, speed, disabilities. From the analysis of the collected data, it came out that traffic-lights time is not suitable for pedestrians needs, and in particular for elderly and disabled people's ones. In order to improve safety conditions for pedestrians when crossing roads, traffic-lights time should be longer for pedestrians and crossings should be provided with a pedestrian median refuge.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Busi, R., Pezzagno, M., edited by
Title	<p>“Town and infrastructure planning for safety and urban quality for pedestrians – Selection of relevant European experiences”, Final report, Provisional draft – version 2, COST action C6, Urban Civil Engineering, June 2001</p>

<p>Abstract (100 words)</p>	<p>The main objective of this research is to promote better safety and urban quality for pedestrians, and particularly for citizens with special needs as children, elderly and the disabled and to suggest planning focusing on urban quality.</p> <p>Some relevant European experiences have been analysed.</p> <p>THE TRONDHEIM PACKAGE, NORWAY</p> <p>Trondheim is Norway's third largest city. As most of the big cities in the world, Trondheim has been characterised by car-oriented policies for years with the consequent result of traffic congestion and an increase in the feeling of unsafety experienced by all the inhabitants who don't use the car for their daily moves. In order to revitalise the city centre and to avert congestion, an investment program financed by a toll ring has been developed. This program is financed mainly by car drivers (60%) who pay a toll when passing the toll ring border and partly by the Car Central Norwegian Government (40%) in a period that runs from 1989 until 2005. According to the investment program, about 20% of the funds raised in this way was reserved for implementing a main highway network; a main bicycle and pedestrian network and traffic safety program; a main network for public transport; environmental rehabilitation of the city centre.</p> <p>The Trondheim ring was implemented in 1991 as the first automatic toll ring in the world.</p> <p>Several opinions polls have been conducted throughout the toll ring period and it has come out that six months before opening the toll ring 72% of the respondents stated a negative attitude while three years after implementation this share decreased to 43%.</p> <p>A change in attitude has been noticed also towards the whole investment program: six months before opening the toll ring 72% of the respondents stated a negative attitude while three years after implementation this share decreased to 20%.</p> <p>By September 2000, according to citizens' opinions, the most important project to bring forward was to continue in establishing</p>
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walkways.

DONOSTIA-SAN SEBASTIAN: A PEDESTRIAN NETWORK IN THE CENTRE AND IN THE DISTRICTS OF THE CITY, SPAIN

A General Plan with a new mobility concept has been developed in San Sebastián in order to achieve an adequate environmental quality, with measures halting car use, specially in the centre, favouring the “green modes” and a better access by public transport.

In the years 1994 and 1995 the first pedestrian axis was made, direction North-South, going through most part of the city centre and linking the old part of the city with the train station. The main objective was to create a pedestrian network connecting between the different districts of the cities.

The first of the Centres with pedestrian priority was made in the district of Gros (one of the most traditional districts in San Sebastián, close to the centre) as a pilot project, in which the Central Administration participated.

Public participation was included in planning process in order to guarantee the success of the actions. In particular public opinion polls were conducted and meetings, exhibitions and congresses were organised in order to receive suggestions from the citizens and all stakeholders involved in the planning process.

As a result of public participation in planning, the level of life quality in the central areas has increased very much.

KAJAANI: SMALL MODERN PEDESTRIAN CENTRE AND A RESEARCH ON ITS IMPACT, FINLAND

Kajaani is a small city in the northeast Finland. The city was established by a dictate of the Swedish King, so it was a planned city from the beginning. This explains the grid plan of the city, which has led to a regular pattern of one size rectangular blocks and long straight visually endless streets. The whole centre of the city is suffering from limitless car traffic in the streets and unsatisfactory environment among other problems.

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	<p>A new project was developed in the mid 90s in order to solve these problems. The physical renovation of the centre started in the spring 1998 after a quite long and even contradictory planning and decision making process. The Town Hall Square was transformed into a car free area with new pavement, furniture and plants. The former closed corners were reshaped with a temporary colonnade and a canopy for performances. The first work phase was completed in the autumn 1998 and a follow up validation of the results of the measures was carried out two years later. In order to gather information about public opinions 200 people were interviewed in the streets and it has come out that the appreciation of the city centre after the implementations was very strong and that people wanted the renovation process to go on. In this case participation is not used as a consensus means or a suggestion but as a validation means.</p>
Kind of publication	<p>Book Report Reviewed article</p>
Available	<p>Publisher Library Internet link</p>

Author	Comune di Milano, Trabucchi, M., edited by
Title	“La persona anziana nella grande città”, Franco Angeli, Milano, I, 2001
Abstract (100 words)	<p>In this essay different experts give their impression on the relationship between the evolution of the modern metropolis and the increasing presence of the third age.</p> <p>Geriatricians, sociologists, political administrators try to explain how towns have changed during the century, how they have become more rapid and difficult to be lived, in also in relation to the third age, which keeps the heritage of a different kind of town, linked to the industrial necessities of the fifties.</p> <p>The experts try to highlight how the changes could be and should</p>

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	be managed in view of a society for all the ages, including the third age.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Conforti, D., Crollo, G., Bernardini, M., Ortu, M., Dello Buono, M., Stella, A.
Title	“Valutazione multidimensionale della popolazione ultrasessantenne di Gallio – studio pilota sul territorio per la programmazione dei servizi socio-assistenziali”, SGEEditoriali, Padova, I, 1995
Abstract (100 words)	<p>The Authors describe a pilot study for a multidimensional assessment of the people over 60 years old living in the Municipality of Gallio. The aim is the planning of interventions to facilitate social integration.</p> <p>In the introduction the authors start from the WHO’s definition of life quality (1991), “the perception of the own life situation, depend on the cultural context and on the individual values related to their own purposes and expectations.”</p> <p>The study has underlined the environmental lacks noticed by the elderly and the need to intervene at structural level to improve sidewalks, illumination, public transport, etc.</p>
Kind of publication	Book Report Reviewed article

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Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>
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Author	Cori, B., edited by
Title	“La città invivibile. Nuove ricerche sul traffico urbano”, Patron Editore, Bologna, I
Abstract (100 words)	<p>AIR POLLUTION IN URBAN AREAS: CAUSES AND CONSEQUENCES UPON THE POPULATION.</p> <p>Roberto Barale</p> <p>The technology progress has for sure determined a radical improvement in life quality of the industrialized countries population. Among the life quality main indicators are both infant mortality and average people life expectation.</p> <p>The former express the health system efficiency, whether the latter shows the food, living and health conditions of the people.</p> <p>Improved life condition allows taking more advantages by the human biological potential, both for reproduction efficiency than for life quality and length.</p> <p>The main death or disability causes in industrialized countries are cardiovascular, degenerative neoplastic or inflammatory diseases, which causes are of both genetic and environmental nature.</p> <p>This essay analyses the environmental comfort.</p> <p>There are some studies referring to environmental causes about air pollution, urban road traffic noise, road accidents and injuries.</p> <p>NOISE: A GHOST ENEMY</p> <p>Paolo Rognini</p> <p>The noise from traffic certainly is for sure a relevant aspect of a pollution, that affects the greatest part of population.</p>

	<p>Many polls in the whole EEC noticed that one of the most important noises is the traffic noise.</p> <p>From a survey in OCSE countries, traffic causes the 63% of total urban noise. In Italy vehicular traffic is at 76%, followed by trains (7%) and industry (5%).</p> <p>One of the result of surveys is that noise is the most annoying. The WHO announces a more tragic reality: more than ¼ of European citizens has hearing problems due to excessive noise (maximum 65dB by day, 55dB by night), but nobody respects these directives. In Italy people didn't have any strong and definite position, but in the nearest past the public attention to the noise pollution increased.</p> <p>There is a relationship between noise and its psycho-physiological effects, both for neurological, psychic, endocrine, intellective, psycho-motor, psychopathological, auditory disease, psychological, troubled sleeping, etc.</p> <p>Both the Italian government and administration didn't receipt the relevancy that acoustic pollution has in urban quality. The legislative measures and laws made by both government and local administrations were not at all effective.</p> <p>However, about measuring noise, the equivalent level, average of every level recorded, can't be the only assessment available to the monitor.</p> <p>We need to make "ad hoc" surveys to monitor the noise pollution and intensity of different events.</p> <p style="padding-left: 40px;">a word apart is for the D.P.C.M. 1/3/91, a local law made by Tuscany and Emilia regional governments that points out as a need instrument the P.R.G. (urban development plan). This point is under discussion, because the PRG is incompatible with the noise zones identification made by D.P.C.M.</p> <p>Among the policies is suggested to tax noise emitters and to build soundproofing buildings, further than protecting building from noise.</p> <p>This is a real problem in Europe for the following:</p> <p style="padding-left: 40px;">European countries have intense traffic in central streets, that</p>
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	<p>in residential areas are very narrow.</p> <p>European cars have low torque, so that, in traffic, the engines run at a higher rpm regime than American cars do, making more noise.</p> <p>So, the first measure is to reduce the vehicular noise emissions, from both engine and wheels.</p> <p>ROAD ACCIDENTS AND URBAN LIFE QUALITY</p> <p>Andrea Nardi</p> <p>The number of crashes had been assumed as indicator of some aspects in Italian life quality and well-being. In Italy the source for road accidents is the ISTAT (National Institute for Statistics Surveys) which has many institutional data sources.</p> <p>Two indexes are used to measure the crashes rate of a municipality: the frequency of accidents, obtained by the ratio of number of accidents and population or car-fleet, and the one which measures the seriousness of accidents, obtained by the ratio of the number of injuries and number of accidents (a similar index is the road death ratio that gives the number of death among the total injuries).</p> <p>From a research made in Italy it seems that the Italian cities tend to pass through a “motorization cycle”, made of three different phases:</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Correr, F.
Title	“L’anziano e il suo habitat: sicurezza e qualità / Elderly people in their habitat: safety and quality”, Edizioni libera età SPI-CGIL, Roma, I, 1998
Abstract (100 words)	<p>In the essay an enquiry is made on 2.380 elderly leaving in 6 towns (Rome, Naples, Bari, Milan, Genoa, Palermo) with the aim to point out the most significant reasons of the feeling of insecurity of the elderly leaving in big towns.</p> <p>The methodology of the research has been the semi-structured questionnaire, and the main topics:</p> <ul style="list-style-type: none"> ▪ socialization ▪ personal interests ▪ health conditions ▪ safety <p>Among the most relevant results:</p> <ul style="list-style-type: none"> ➤ the feeling of fear is more present in the evening hours than during the day, and the places more interested by negative meanings are the street, for 42%, and the house, for 29%. ➤ going out mainly in the evening, is considered unsafe, for the fear about personal security, for the lack of interests, for health problems, for the lack of points of reference ➤ 32% at elderly have been victim of some crime. ➤ in order to diminish the feeling of insecurity 43% of the elderly thinks it is necessary to increase the presence of police, more severe laws, more lights in the streets, and to make more lively the residential areas (rebuilding walkeways, green spaces, creating social services not only for the elderly but for all the citizens).
Kind of publication	Book

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	Report Reviewed article
Available	Publisher Library Internet link

Author	Costanzi, C., Gazzola, A.
Title	“A casa propria. Le condizioni abitative degli anziani nel centro storico genovese”, Franco Angeli, Milano, I, 2001
Abstract (100 words)	<p>The essay gives the results of an enquiry conducted in the historical centre of Genoa which aimed to point out the accessibility conditions of the housing heritage where elderly leave.</p> <p>The enquiry has been carried out by a pool of experts and researchers (architects, sociologists, geriatricians, social caregivers) coordinated by the office Safe Third age of the Municipality of Genoa.</p> <p>The enquiry has been realized by semi-structured interviews focused on three aspects:</p> <ul style="list-style-type: none"> ▪ the adequacy of the lodgings to the needs of an elderly person ▪ the conditions of the building ▪ the characters of surrounding environment, with a specific attention to the problems of mobility, safety and socialisation. <p>Among the most important problems connected to mobility and accessibility:</p> <p>inside the house:</p> <ul style="list-style-type: none"> ➤ presence of steps, absence of lifts ➤ loose floors ➤ heaviness of the entrance door ➤ insufficient light

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	<p>outdoor:</p> <ul style="list-style-type: none"> ➤ presence of unbalances ➤ dirty streets and excessive noise ➤ presence of cars and motorbikes
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Gagliardi, C.
Title	“Gli anziani cittadini d’Europa”, Franco Angeli, Milano I, 1998
Abstract (100 words)	<p>The aging of society is a reality that all the European countries have to face, both from a cultural and social point of view.</p> <p>The essay goes through the changes of the welfare-state in the different countries of Europe, and the general policies towards the third and fourth age.</p> <p>The question is: how the elderly can really become citizens of Europe and not only objects of health services?</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

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Author	Ghirardelli, M.
Title	“La città e gli anziani: una lettura critica delle normative italiane in materia di accessibilità urbana“, in: Paesaggio urbano, n°2, marzo aprile 1996, pg. 60-71
Abstract (100 words)	<p>This article analyzes the Italian legislation related to the concept of accessibility for the elderly in urban area; the author underlines the changes of the law’s principles that take in to consideration disadvantaged people, while, on the other side, he points out that the aids useful for particular users, sometimes, are eye-catching and annoying.</p> <p>Usually, limited abilities of disable people are useful references also for the elderly (crossing width, inclinations of the ramps...), in fact, old people could be compared to persons with reduced ability of movement, because they feel less safe and often they need some aids like crutches, walking sticks, etc.</p> <p>It’s important to underline that perceptive barriers concern the elderly, because of their difficulties of perception and orientation; moreover, these barriers are no less relevant than the structural ones at psychological and socio-cultural level.</p> <p>There is also a list of urban furniture evaluated for their effectiveness (ramps, staircase and steps, parking lot, public transport...).</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

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Author	Krella,B., Potz, P.
Title	“Il mio tempo libero lo passo sull’autobus” Institut fur Raumplanung – Universitat Dortmund
Abstract (100 words)	<p>The text describes a part of a scientific research financed by Volkswagen car society. The research has analysed family unities that live in three quarters of the Rome’s suburbs. To examine carefully the themes of their daily time and space problems, 60 interviews have been realized with the same number of families.</p> <p>The interviews were subdivided in three parts: the first aimed to gather quantitative information about the familiar structure, the architectonical and structural house conditions, the means of transport used, the second and the third part have looked into the daily problems and the solutions proposed by the same interviewed answering to open questions. The text reports in particular interviews to young people in the complete version; in the interview to Dr. Mocchi, director of the Centro Integrativo Sociale, have been focus the quarter’s problems: first of all the lack of services, secondly the criminality and the social degradation. The lack of services has been look into the time taken by the public transport to reach central areas of the city, or in the total absence of essential services like public ambulatories and hospitals.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Kreibic, V., Krella, B., Petz, U., Potz, P.
Title	“La modernizzazione della periferia romana”, Institut fur Raumplanung – Universitat Dortmund

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<p>Abstract (100 words)</p>	<p>The book presents the final results of a research project in three quarters type of the Rome's suburb: Torre Angela, Tor Bella Monaca, Torrino Sud. The employed methodology was the qualitative research, and the instrument used was an open questions interview. About the mobility the interviewed have analysed the difficulties they met with in the shifts, in particular towards the job. Anyway, the road network has been described both in its problems (inadequacy in respect to the real traffic flow and the lack of the public transports), and in its potentialities.</p> <p>In fact, the interviewed think that the great arterial road that cross the suburb have favoured the development of industrial poles, and so the economic growth of the suburbs.</p> <p>Moreover, the interviewed have underlined the lack of a square as an aggregative place and as a point of reference/identification of the quarter.</p> <p>A paradox has came out, some interviewed families have three cars, thinking it could balanced the moving difficulties!</p>
<p>Kind of publication</p>	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
<p>Available</p>	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

<p>Author</p>	<p>Lentini, B., Occhiuto, M.</p>
<p>Title</p>	<p>“La città accessibile – analisi e progetto nel piano per l’abbattimento delle barriere architettoniche”, ALINEA editrice, Firenze, I, 1991</p>
<p>Abstract (100 words)</p>	<p>This book is divided in two parts: the first related to the modalities and to the methodologies of planning the urban accessibility in relation to the analysis of the architectural barriers, the second part analyses, in detailed way, the possible technical solutions and measures in relation to the prescriptions of the Italian laws</p>

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	<p>updated in 1989.</p> <p>It is important, because many of the aspects considered for the architectural barriers are useful in the analysis of the pedestrian mobility in comparison to the weaker users. In these analyses the weaker users are defined as limit users, who don't always coincide with the subjects on wheel chair, but depending on the type of context.</p> <p>A technical analysis has been done in relation to the weaker users, in particular solutions conforming to the Italian laws, in which are analysed dimensions, treatment of the surfaces, inclinations, modality of system of signs, etc...</p> <p>Life quality means promotion of a new culture of respect of the environment, of human solidarity, of space liveability as natural and permanent condition. In Italy there had been a jump ahead in quality thanks to the recent laws and prescriptions about breaking down "human barriers" in both public and private buildings. Very important is the attention to both accident prevention, safety and crime prevention, social and environmental well being.</p> <p>From those considerations and the need of an accessible city for everybody, comes the design concept of breaking down urban barriers. We need guaranteeing accessibility to roads, paths, rest places, buildings accesses and public transport, so that the "human barrier" concept becomes a larger and more complete "urban barrier" concept.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>
Author	Marcellini, F., Principi, A., Ciarrocchi, S., Spazzafumo, L.
Title	"Mobilità e qualità della vita degli anziani: una ricerca comparata in 5 paesi europei", I.N.R.C.A., Dipartimento Ricerche

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	Gerontologiche, Ancona
Abstract (100 words)	<p>The objective of the project is that to study and to compare the conditions of mobility of the elderly in the 5 European Countries: Germany, Italy, Finland, Holland and Hungary, with the purpose to individualize the best practices to raise the quality of their life.</p> <p>A theoretical model has been hypothesized that takes in consideration numerous predictive variable about the health, partner-demographic aspects and aspects about social relationships; and indicator that measure the realized mobility, the form of transport used and the activities developed outside house.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Marcellini Fiorella, Gagliardi Cristina, Leonardi Fabio, Spazzafumo Liana
Title	“Mobility and quality of life of the elderly”, Franco Angeli, Italy, 1999
Abstract (100 words)	<p>The issue of the relationship between mobility and the quality of life of the elderly is becoming increasingly relevant even in Italy and in the social and sanitary policies aimed at strategies of prevention.</p> <p>The new Sanitary National Plan underlines the importance of the life context, both on a social and environmental level, on the health standard of the elderly: It points out that it is necessary to go towards a more integrated approach to solve the problems of agedness.</p> <p>This essay presents the results of the research carried out in Italy, inside the project “Outdoor mobility of elderly people”: European programme COST A5.</p>

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	The European research has been realised in Germany, Italy, Holland, Finland.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Marcellini, Pavan, Ulisse
Title	“The elderly condition: a methodology of survey”, Ildeson, Napoli, I, 1989;
Abstract (100 words)	The book describes the literature concerning the research on the elderly condition in different Countries. First, the Authors analyze the methodologies of social survey and then, they try to define a new tool useful to make social research. They point out some indicators to define the dimensions of the condition of the elderly. For SIZE, it’s relevant to note that the definition of the self-sufficiency dimension come out from selected indicators, and some of these are related with mobility elderly habits: external environment’s conditions as the presence of stairways, public transport problems, isolation’s degree of their home, etc.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

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Author	Maternini, G.
Title	“La sicurezza del pedone in città. Il caso di Brescia”, Sintesi Editrice, Brescia, I, 1994
Abstract (100 words)	<p>It deals with a search realized in the Commune of Brescia to make the more city "sure" for the weakest consumers in the road as the pedestrians. In this job is analysed:</p> <ul style="list-style-type: none"> ○ A risk connected to the traffic in the city ○ Proposed of intervention <p>In conclusion from this case of study is been able to deduce that the road accidents assemble him in determined part of roads and in some principal intersections, accordingly the search should be focused on these zones individualizing some specific solutions instead of considering the urban territory in its entirety. The prevention in the respects of the mobility doesn't exist, the Administrations should extend to this strategy instead before the conflict.</p> <p>This text underlines some normative lacks, that the pedestrian suffers, in fact some difference respect doesn't subsist to the environment in which the accident happens, to the type of infrastructure and they are not appraised the different motor abilities of the people accidents. Also for the technicians of the Public Administration a normative more detailed and sensitive toward the weak consumer it would be useful and it would influence a management and a different planning of the urban territory. It would need to formulate some solutions type that can be realized in the different found cases.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Mollenkopf, H., Marcellini, F., edited by
Title	“The outdoor mobility of older people – Technological support and future possibilities”, COST A5 Ageing and Technology, Office for Official Publications of the European Communities, Brussels – Luxembourg, 1997
Abstract (100 words)	<p>Goal: to remove the prime impediments to the desired outdoor activity.</p> <p>Method: survey (questionnaires and interviews), then case studies with expert workshops.</p> <p>The results are about satisfaction with mobility possibilities. The main study contribution are the survey results: the opportunity and ability to be mobile and active even in old age has a major impact on a person’s quality of life.</p> <p>KEEPING THE ELDERLY MOBILE</p> <p>Studies for mobility needs of elderly people and their satisfaction have been run in: Italy, Finland, Germany, looking for a relation between health, car-owning, self-mobility, income, impairments, using:</p> <ul style="list-style-type: none"> - Surveys, for understanding the mobility problems of the elderly to get interrelation between mobility and aspects of the living conditions. - Evaluation measures, like tests for the ergonomic quality of products, suitable for optimising and evaluating both design processes, systems, products in and outside home. <p>TECHNOLOGICAL SUPPORT AND FUTURE POSSIBILITIES</p> <p>TECHNOLOGY INITIATIVE FOR DISABLED AND ELDERLY PEOPLE – DIAL-A-RIDE</p> <p>Laura Divieti</p> <p>“Dial-a-ride” buses as a socially acceptable implementation of Transport demand management measures.</p>

	<p>THE USE OF PUBLIC TRANSPORT IN ANCONA: RESEARCH RESULTS AND PROPOSALS</p> <p>Massimo Marciani</p> <p>Multi-mode connections with integrated fares.</p> <p>A feedback by surveys is foreseen. An evaluation of the projects is made up assessing service improvements, e.g. increase in commercial speed.</p> <p>THE ROLE OF THE VEHICLE MANUFACTURER IN IMPROVING THE MOBILITY OF ELDERLY PEOPLE</p> <p>Giuseppe Varalda, CRF</p> <p>There is the need of extending, checking and adapting the current ergonomics, increasing involvement of the elderly population in the general studies, making guidelines for the general population adopting the inclusive-design criteria.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Monheim, H., edited by
Title	“Town and infrastructure planning for safety and urban quality for pedestrians – State of the art report”, EC Office for Official Publications, Luxembourg-Bruxelles, 2000
Abstract (100 words)	The State of the Art Questionnaire was given to the experts of various disciplines, representatives of the member countries (Denmark, Finland, France, Germany, Italy, Norway, Slovenia, Spain, Sweden, Switzerland and the UK) in order to gather information about the studies concerning mobility which were

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	<p>conducted in their countries. Quality of urban life has been strongly affected by the long term car-oriented transport planning that has pushed non-motorised traffic to the margin of planning. Over decades, this policy has led to a rapid increase in towns of accessibility and safety problems for pedestrians and particularly for the weakest road users (children, elderly and disabled people).</p> <p>In order to gather information about current pedestrian mobility conditions most of the member countries conducted surveys both at national and local level, in particular they concerned children of school age between 5 and 13 years; in Germany also parents were asked by phone about mobility patterns of their younger children. In Denmark national travel surveys were conducted for three different age groups: 6 to 15 years, 16 to 74 years and over 75 years.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Orsini, S., edited by
Title	“La vita quotidiana nelle grandi città”, Istituto nazionale di statistica, Italia, 1998
Abstract (100 words)	<p>In this book there are series of data, related to Italy in 1998, provided by the National System of Statistics in which the fundamental aspects of the society and the individual behaviours and relatives are noted.</p> <p>It provides data that concern the life styles of the Italians on feeding, smoke, health, leisure time, politics, family, economy and services.</p> <p>These different aspects are considered in the questionnaires and allow to gather how the Italian population lives and if it is satisfied</p>

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	<p>of the public services.</p> <p>Information has been picked from direct interviews for a part of the questions, and from questionnaires to filled up by your own for the other part it was possible.</p> <p>In conclusion, it has come out that in the big cities, the elderly population is generally in superior number in relation to the national average. In the classes of elderly age it is more remarkable the presence of women.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Paccagnella, M.
Title	“Prevenzione delle cadute e promozione della salute di adulti e anziani / Prevention of the falls and promotion of health in the elderly”, Franco Angeli, Milano, I, 1997
Abstract (100 words)	The essay makes an analysis of the reasons of falls in the third age, considering which effects and influence they have. It also gives practical suggestions to improve the walking conditions, to manage the environment, to make life more secure as far as this aspect is concerned.
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

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Author	Panizon, F., edited by
Title	“La vita quotidiana nel 1996”, Istituto nazionale di statistica, Italia, 1996
Abstract (100 words)	<p>In this book there are series of data, related to Italy in 1996, provided by the National System of Statistics in which the fundamental aspects of the society and the individual behaviours and relatives are noted.</p> <p>It provides data that concern the life styles of the Italians on feeding, smoke, health, leisure time, politics, family, economy and services.</p> <p>These different aspects are considered in the questionnaires and allow to gather how the Italian population lives and if it is satisfied of the public services.</p> <p>Information has been picked from direct interviews for a part of the questions, and from questionnaires to filled up by your own for the other part it was possible.</p> <p>In conclusion, it has come out that in the big cities, the elderly population is generally in superior number in relation to the national average. In the classes of elderly age it is more remarkable the presence of women.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	Prestinenzza Puglisi, L.
Title	“A misura di anziano: abitazioni per la terza età”, 50 & PIU’, Roma, I, 1987
Abstract (100 words)	<p>This book dealt with the problem of the elderly residences.</p> <p>In the third age necessity of a small house, the residences could</p>

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	<p>be built or restructured and furnished according to the indications and the conquests of the new technologies, it made sure by particular shrewdness, endowed with specific services.</p> <p>Once this was not possible and even necessary, the generations happened in the same house, it of ownership or in lease, and the demands of everybody resolved in the family solidarity, to change house and life was exceptional event.</p> <p>The new ways of live in family reduced to the couple or to the single individual, the new possibilities of the market, the new ways of improve the quality of life offer possibility and opportunity that in the most advanced countries have already been cultured.</p> <p>In this study the most advanced experiences respect the elderly houses are takings in consideration and illustrated.</p> <p>There are various examples of housing solutions.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>
Author	Principi, A., Ciarrocchi, S., Spazzafumo, L., Marcellini, F.
Title	“Salute e mobilità degli anziani in uno studio longitudinale”, I.N.R.C.A., Dipartimento Ricerche Gerontologiche, Ancona
Abstract (100 words)	<p>The objective is that to study the changes of the tied up aspects to the health and the mobility of an initial champion of elderly (1995) to 5 years of distance (2000), deepening the theme of the relationship among health, mobility and mortality, performed in 3 Countries: Italy, Germany and Finland.</p> <p>This study seems to confirm that the health and the mobility perceived have a strong relationship with the rate of mortality after a 5 year-old period.</p>
Kind of publication	Book

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	Report Reviewed article
Available	Publisher Library Internet link

Author	Tacken, M., Marcellini, F., Mollenkopf, H., Ruoppila, I.
Title	“Keeping the Elderly Mobile – Outdoor mobility of the elderly: problems and solutions”, Conference Proceedings, TRAIL, Delft, NL, 1999
Abstract (100 words)	<p>As a person gets old, the importance of mobility still increases if the elderly person is to continue being part of the society; retirement means the end of occupational contact with people and frees up a great amount of time and energy. Preserving and fostering the ability to engage in mobility is central to maintaining the quality of life experienced by elderly people. Elderly want to maintain an independent lifestyle as long as possible, without outdoor mobility they lose their independence.</p> <p>Problems experienced by the elderly: getting on and off a vehicle; having seats on the bus and at the bus stop, long crossing distances, position and size of signs, possible inability to drive.</p> <p>An analysis of available transport means had been carried out (a research from Cranfield University, evaluation and cost-benefits analysis), like:</p> <ul style="list-style-type: none"> - special transport system, run with minibuses only for disabled people; - taxis: cheaper alternative for municipalities to special transport systems; - Dial-a-ride buses and train-taxi connection. - railways (analysed in “Cost 335” based on NEWT survey, information for disabled passengers). <p>DESIGN FOR THE AGEING SOCIETY. IMPLICATION OF</p>

	<p>TELEMATICS APPLICATIONS</p> <p>Olindo Caso</p> <p>Impairments can be reduced using telematics (e.g. telemedicine, teleshopping, telebanking).</p> <p>The study carried out in the city of Zoetermeer-Meerzicht aimed to investigate and improve the situation of the elderly in relation to:</p> <ul style="list-style-type: none">-Independence or self determination (to dictate their own life's path)-Social participation-Community care (degree of supply care to an older person who needs it). <p>A resulting problem is more isolation, and a barrier is the affordability of the needed equipment, and the needed skills to use it. A survey has been made to deduce desired futures. An option can be a neighbourhood <i>telecentre</i> where space, facilities, skilled personnel and machines for performing tele-activities like telebanking, teleshopping, videotelephones, health care monitoring can be found.</p> <p>A SUSTAINABLE MOBILITY FOR AGED PEDESTRIANS: AN EXAMPLE OF APPLIED RESEARCH. ACCESSIBILITY AND SAFETY IN A ROMAN URBAN AREA</p> <p>Lucia Martincigh, Maria Vittoria Corazza, Alessandra Tosone, Luca Urbani</p> <p>Goal: Walking promotion.</p> <p>Methodology: to define the intervention programme, analysis to study the area status quo, potentialities and lacks. Then, "desirability analysis" for definition of users and requirements, and finally the "opportunity analysis". Site features: high physical and performance decay, lack of public utilities, no meeting points. The investigation has been made with people participation through a questionnaire delivered in 600 copies.</p> <p>Indicators: accessibility, safety, comfort.</p> <p>The design proposal, made possible by comparison among users'</p>
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	requirements and places performances, aims to enhance the area hidden potentialities. The most vulnerable users (mainly aged people) were considered; elderly people are, indeed, many in the project area. The proposal consists in a “pedestrian network continuity” with a “piazza” to fulfil the need of socialization, supported by smaller areas.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	The Municipality of Milan
Title	“The elderly person in the big town. Urban upgrading and services network in the European urban pilot project”, Franco Angeli, Milan, Italy, 2001
Abstract (100 words)	Different experts give their impression in this essay on the relationship between the evolution of the modern metropolis and the increasing presence of the third age. Geriatricians, sociologists, political administrators, try to explain how towns have changed during the century, how they have become more rapid and difficult to be lived, also in relation to the third age, which keeps the heritage of a different kind of town, linked to the industrial necessities of the fifties. The experts try to highlight how the changes could be and should be managed in view of a society for all the ages, including the third age.
Kind of publication	Book Report Reviewed article
Available	Publisher Library

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	Internet link
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Author	Urbani, G.
Title	“L’anziano attivo – proposte e riflessioni per la terza e la quarta età”, Edizioni della fondazione Giovanni Agnelli, Torino, I, 1991
Abstract (100 words)	<p>The text proposes some reflections on the condition of the third and the fourth age from statistic projections of the aging process in Italy and in different European Countries. According to these projections, in France people's percentage over 60 years old in 2020 will reach 25,4%, in particular Italy 27,2% [n.d.r. the author writes in 1985]. In the book the socio-demografic family structure of the elderly is analyzed in different countries of the world. The Authors underline also the influence of the health state on the self-sufficiency degree. The self-sufficiency degree is listed among the factors that condition the both the life quality and the life length. The Authors defend the theory that the aging is a social phenomenon and that it's necessary to face it at institutional and not individual level.</p> <p>In the second part of the book, a new model to face the elderly from a medical point of view is described: the biomedical model. This model holds both the biological component and the psico-social one. The most important aim is to reach not only a medical recovery but the self-sufficiency of the person.</p>
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Vescovo, F.
Title	“Progettare per tutti senza barriere architettoniche – criteri ed orientamenti per facilitare l’accessibilità urbana ed il comfort

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	ambientale”, Maggioli editore, Rimini, I, 1997
Abstract (100 words)	<p>A report of information referred to the pedestrian mobility also for people with perceptive problems. Such users are defined disabled "sensory" and also include the elderly ones.</p> <p>At the voice architectural barriers refer all the "disadvantaged categories" characterized by redoubt or prevented ability of movement.</p> <p>There are many references to the Italian new Code of the Road (1992), that contains articles devoted to the connection among the "subject" of the furnishing urban and the themes devoted to the accessibility. In this report often there are citations about the Environmental Psychology that concerns some study between psychology and architecture.</p> <p>The ways of intervention should focus themselves on the presence of physical and functional obstacles: the architectural barriers. To operate in this way is necessary that the administrations make a gradual program of the interventions on the urban territory; this program would be separated in phases, with indications of the relative priorities and with the individualization of the sources of financing.</p> <p>To reach the conditions of comfort for all the end users, it would be necessary to furnish the spaces of the city with various types of elements (furnishing, services of assistance, information point, toilettes, telephones, systems of sitting, means of alternative transport, etc...). These elements would satisfy the following requests: accessibility, functionality, durability, facility of maintenance, flexibility of employment, compatibility with the context, easy to recognize.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

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Author	Zocchi Del Trecco, A.
Title	“L’anziano oltre la marginalità protetta”, Pubblicazioni dell’Università Cattolica del Sacro Cuore, Vita e Pensiero, Milano, I, 1993
Abstract (100 words)	<p>The main theme of this book is the elderly both from the psychological point of view, describing the cognitive theories of engagement and disengagement, and from the historical point of view, introducing the strategies the society engaged to cope the aging.</p> <p>In the second part of the book, a qualitative research on the services used by the elderly is described and some particular aspects of their activity are pointed out. These dimensions are largely connected with voluntary work. The research underline the desire to maintain social relationships through the dimension of “help”.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

B.2 MAGAZINES

Author	AA.VV.
Title	<p>“Progettazione senza barriere architettoniche e accessibilità urbana”, DAPIT Ricerche - Rivista del Dipartimento di Architettura, Pianificazione ed Infrastrutture di Trasporto, Università degli Studi della Basilicata, Facoltà di Ingegneria, speciale n.2/1995, Edizione Ermes, Potenza, I, 1995</p>
Abstract (100 words)	<p>To pursue the objective of a City' Accessible it is necessary to handle the elimination of the architectural barriers some sources of danger and the causes of uneasiness or fatigue.</p> <p>Definition of barrier architectural art.2 D.M. 14,06,1989 n°236s; L. 118/71, art.27.</p> <p>The objectives are:</p> <ul style="list-style-type: none"> · Comfort of the urban space, · To increase the quality of the life, · To give more tangible the concept of equality, · To increase the possibility of individual options, · Correct and intelligent use of the energies. <p>The accessibility' Urban it is a discipline "transversal" among the various normative seams, it has to constitute one of the elements of base for:</p> <ul style="list-style-type: none"> · Formulation of the urbanity-building tools, · Recover some real estate patrimony, · Restaurateur and riutilization of the monuments, · Environmental organization, · Predisposition of the plans of the vehicular traffic, · Set up of the I furnish urban, · Organization of the public transports, · Adjustment to the prescriptions fireproof, · New solutions for the setups of the inside spaces (plazas) <p>The pursuit of such objectives they will bring sensitive benefits</p>

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	towards the so said categories handicapped as the elderly ones, but evident positive relapses will be gotten for also the generality of the citizens.
Kind of publication	Book Report Reviewed article Reviewed
Available	Publisher Library Internet link

Author	AA.VV.
Title	“L’AUSER di Torino per la riqualificazione del quartiere Q.19 Lucento-Vallette”, in: AeA informa, n°6, novembre dicembre 2000, pg. 7-13
Abstract (100 words)	<p>Turin, besides other cities, has a growing active and healthy aged population. The dwellers of a decayed city area have been involved in initiatives which aim to improve social life and living conditions for elderly people, with money contributions to make houses suitable for their needs.</p> <p>In order to design the common places, a survey has been conducted looking at every day-life behaviour, and making a “walk through the area”. In this way it has been possible to make people point out every uneasy aspect in their life, and show directly the situations they would like to be modified.</p> <p>A problems list was formulated with the participation of the inhabitants. This document is the starting point to design common spaces and, when the draft will be completed, it will be taken to the inhabitants.</p> <p>The aim is to enhance the resources with the institutional support:</p> <ul style="list-style-type: none"> - Qualifying the area - Making chances of both social and economic development

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	- Making stronger the sense of belonging to a community.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Corazza, M.V., Martincigh, L.
Title	“How can urban rehabilitation design meet the elderly pedestrian requirements? A comparison between research and practice”, ICTCT, Caserta, I
Abstract (100 words)	As applicative phase of the long term research “Urban rehabilitation and pedestrian mobility” run within the COST Program, Action C6 “Town and infrastructure planning for safety and urban quality for pedestrians”, a new mobility system has been proposed in order to rehabilitate Pietra Papa District, in Rome. The main objective was to improve life and urban environment quality, to increase pedestrians safety and, in particular, to promote the outdoor space re-appropriation by the most vulnerable road users (elderly, disabled people and children).
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

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Author	D’Innocenzo, A.
Title	“Walking safely. Enquiry on the safety of the pedestrian conditions in a district in Rome”, in: Controspazio, 1998
Abstract (100 words)	<p>The article describes the results of an enquiry carried out in a residential district on the nearest outskirts of Rome on a sample of around 300 persons among which several elderly.</p> <p>The enquiry coordinated by the author has been carried out by a semi-structured interview.</p> <p>The main topics of the research are:</p> <ul style="list-style-type: none"> • the hours in which the district is used • the mobility behaviours and the daily destinations • the reasons of insecurity and fear in the moving • suggestions for a safer district <p>Among the most relevant results:</p> <ul style="list-style-type: none"> • prevalence of the district fruition more than the town fruition • the afternoon is the moment of the day in which the district is used by everybody; the morning is the moment of women and elderly • destinations of women and elderly in the district: - daily: food shopping, bar, park, newsagent, pharmacy, church, elderly centre, school; - weekly/monthly: ambulatories, post office, bank, administrative services. <p>Favourite daily destinations for women and elderly in town: peculiar shopping, cinema, theatre, museums, urban parks</p> <p>the moving in the district is mainly on foot or by public transport</p> <p>for the moving outside the district: car and underground</p> <p>elements of insecurity: traffic, ways with rapid traffic, insufficient street lighting, inner monofunctional areas (galleries, porches, parking, big green areas, etc..)</p> <p>factors of uncomfortableness: absence or irregularity of the</p>

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	walkers, pedestrian crossings without lighters, unprotected bus stops, absence of perceptive qualities, repetitiveness of the environment.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Lauria, A.
Title	“Linee guida per la realizzazione dei raccordi tra marciapiedi e sedi stradali“, in: Paesaggio urbano, n°2, marzo aprile 1996, pg. 16-31
Abstract (100 words)	<p>The article analyses two important problems: access to urban space and safety of pedestrian crossings, underlining that they largely rely on the features of the connections between pavements and roadways. The connections, however, are seldom taken into consideration by town-planners.</p> <p>This handbook was drafted in order to assess the issue and show the main available typological alternatives. It is mainly addressed to Civil Service planners and technical officers; it offers solutions fully in line with the laws in force, therefore immediately applicable and generally compatible with the needs of a wide range of weak and disabled people.</p> <p>There are many integrative information and example drawings in addition to those already prescribed by the laws.</p>
Kind of publication	Book Report Reviewed article
Available	Publisher

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	Library Internet link
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B.3 RESEARCH REPORTS

Author	AA.VV.
Title	EC research “PROMPT - new means to PROMote Pedestrian Traffic in cities”, V Framework Programme for Research and Technology Development – EESD, 2000 – 2003,
Abstract (100 words)	<p>PROMPT is a joint European research effort funded by the European Commission under the Key Action “the City of Tomorrow and Cultural Heritage” of its Fifth Framework Programme “energy Environment and Sustainable Development” The project includes six participating countries: Finland, Italy, Switzerland, Norway, Belgium, and France. The duration of the project is 36 months from the beginning of March 2000 to the end of February 2003.</p> <p>PROMPT aims primarily at improving city living conditions and the quality of cities for pedestrians by identifying best practices as well as developing new tools and generic solutions specifically with this in mind and by disseminating them effectively for various end-users. This is expected to increase walking in cities, which in turn will, among other things:</p> <ul style="list-style-type: none"> ○ Promote other non-motorized transport modes and the use of public transport instead of private car, ○ Abate harmful impacts of transport on the environment, ○ Improve the accessibility of public space, ○ Improve the health of citizens, ○ Improve their equality and ○ Decrease costs of road investments, building repair, pollution abatement, accidents, health care, etc.
Kind of publication	Book Report

PQN Country Report_Italy – 2. Publications on pedestrian issues

	Reviewed article
Available	Publisher Library Internet link

Author	AA.VV.
Title	National research “Urban Rehabilitation and Pedestrian Mobility” with a related feasibility study for an upgrading pilot project supported by Rome Municipality: “Intervention proposal for the implementation of a safety system for pedestrian mobility - Pietra Papa in Rome”
Abstract (100 words)	<p>In the research “Sustainable Mobility and Urban Rehabilitation”: innovative instruments for traffic control, for streets design and for the organization of public space (a two years Research Project: “Safety and quality in the urban areas: strategies and techniques for pedestrian mobility promotion” MURST, 1999-2001) the aim was to define the applicative aspects and the relevant technical prescriptions about the “Environmental Island”.</p> <p>The analysis of the user’s features and of the public spaces was directed toward the urban empty spaces re-design and toward the infrastructures planning. The integrated planning experimentation was directed to the improving of the urban space quality and to the control of the mobility. The research results were aimed at the drawing up of instruments helping the Administrations and at defining an “abacus” of applicative measures. It was a first attempt of systematizing the results obtained in the previous different research experiences.</p> <p>In the next two years, the work has then continued on the research “The quality of intermediate spaces for the weakest users.</p>
Kind of publication	Book Report

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	Reviewed article
Available	Publisher Library Internet link

Author	Dipartimento per gli affari sociali
Title	“Relazione biennale al Parlamento Italiano - Anziani”, Biennial Relation to the Italian Parliament about Elderly, Piano nazionale sulla condizione degli anziani, 2000-2001
Abstract (100 words)	The text gives a detailed picture of the demographic, social, and health conditions of the elderly with a peculiar attention to the need of sanitary and social services which will be the character of Italy in the next years. Using the researches conducted mainly by ISTAT, the essay gives a rich repertory of statistical data.
Kind of publication	Book Report Reviewed article
Available	Publisher Library Internet link

Author	Ministero dei Lavori Pubblici
Title	“Relazione al Parlamento sullo stato della sicurezza stradale”, Ministero dei Lavori Pubblici, Milano, I, 1998
Abstract (100 words)	Relation based on elaborations RST concerning data ISTAT of the year 1997. The considerations and the comments concern the road safety of

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	<p>the population that is more exposed to risk: young people (15 - 24 years) and elderly (over 65). In this relation are reported factors of risk, accident, levels of growth of the quantity of accidents, etc...</p> <p>It is to underline that the number of accident of the weaker categories is increasing very quickly especially in the urban areas. Among the various analyses, some aspects concern the distribution on the Italian territory and in comparison to the various Municipalities of the detected data. In fact there are listed municipalities as Firenze, Genova, Trieste, Palermo, Messina, Catania, Bologna and Roma (1996), where the most elevated levels of risk are recorded for pedestrians. Examples are brought of town administrations that have adopted specific policies to improve the urban safety conditions. The results of the analysis show the more relevant causes of accident, in particular: urbanistic organization, road system, location of the activities, regulation of the traffic of motorcycle and bicycle, care of the system of signs and road maintenance. It would be necessary to remove the conception of the city as a "system of channels" to optimize the traffic flow, with the purpose to improve the urban safety level.</p>
Kind of publication	<p>Book</p> <p>Report</p> <p>Reviewed article</p>
Available	<p>Publisher</p> <p>Library</p> <p>Internet link</p>

Author	STRADAMICA
Title	<p>“La sicurezza degli utenti deboli della strada”, Atti del Forum di Brescia (Proceedings of the Forum of Brescia), Sintesi Editrice, Brescia, I, 1994</p>

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<p>Abstract (100 words)</p>	<p>They are fit of a forum on the problems of the road safety, it deals with some meetings among the executives of the labor unions, the representatives of some associations, administrators and experts happened in the office of the alderman to the Road conditions of the Commune of Brescia. In this harvest the problem of the mobility in the city is faced and therefore to decrease the number of the victims of accidents in the city traffic. Particularly of the weak consumers of the road as: elderly, children and disabled persons for a sure mobility.</p> <p>It becomes more and more necessary the planning and rapid realization of a new city to measure of pensioner and, automatically, also a city to measure of child, more human, long live and visible for everybody; more civilian! The ideal city corresponds to a protected city but not dam, made of pedestrian oasis, of sidewalks and cycle footsteps, numerous parking lot, auto and you stop the more possible out of the historical centers. A city where the air is clean and principal noises return to be the to speak of the people, where a child can escape of hand and an elderly to suddenly go down from a sidewalk without being immediately himself protagonist of a tragedy.</p> <p>In Italy this description seems to be the city of the dreams, instead it needs to transform the cities that we already have. It doesn't deal with adding, but to remove, to reorganize, to rearrange, to return to make to breathe roads and alleys freeing them from the oppressive siege of the traffic.</p>
<p>Kind of publication</p>	<p>Book Report Reviewed article</p>
<p>Available</p>	<p>Publisher Library Internet link</p>