



PEDESTRIAN QUALITY NEEDS  
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# Country Report

## COST 358 Pedestrians' quality needs

### ITALY

#### 3. Research projects

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### **3. RESEARCH PROJECTS**

#### **Introduction**

Research Project has been articulated, in chronological order, in two sections:

1. **ITALIAN PROJECTS** founded and realised by Italian Institutions (Ministry, CNR, University)
2. **EUROPEAN PROJECTS** with Italian participation (University, Industry, Associations)

The data derived by Research Reports, Internet data and scientific literature at disposal. The research projects are analysed by the form indicated in the template.

### 3. RESEARCH PROJECTS

#### A. ITALIAN PROJECTS

##### A.1

<p>Title of Project or research topic</p>	<p><b>URBAN PLANNING AND MOBILITY</b></p> <p>Interdisciplinary research on the management of the transports and the redistribution of the activities for the organization of the urban space.          In reference to the pedestrians the theme is "Layout of the city and safety/security in pedestrian mobility".          Products of the work are: technical tools and normative, protocols of management, models of simulation.</p>
<p>Expected results and products, when?</p>	<p>In the research publication a specific chapter is dedicated to the <i>City setting and the safety of pedestrian mobility</i> (U.O. Brescia University, research coordinator: Prof. R. Busi). The aspects analysed are:</p> <ul style="list-style-type: none"> <li>- characteristics of pedestrian behaviour;</li> <li>- the weak users;</li> <li>- anthropometric characteristics of users with reduced mobility;</li> <li>- availability of data;</li> <li>- statistical survey methodologies;</li> <li>- availability and quality of data on accidents involving pedestrians;</li> <li>- use and definition of possible indicators;</li> <li>- GIS application to the representation and analysis of data regarding accidents involving pedestrians;</li> </ul> <p>Results are published in          Beguinot, C., (a cura di), "Urbanistica e mobilità", CNR, Roma 1999          In particular: Sezione 3 Mobilità e qualità della vita          Tira, M., "L'assetto della città e la sicurezza nella mobilità pedonale", pp.213-230.</p>
<p>Names of institutes</p>	<ol style="list-style-type: none"> <li>1. Università degli Studi di Napoli "Federico II", Di.Pi.S.T. (coordinator)</li> <li>2. Politecnico di Milano, D.I.S.E.T.; D.I.E.P.</li> <li>3. Università di Roma "Tor Vergata", D.I.S.P.</li> <li>4. Università di Brescia, D.I.C.</li> <li>5. Università di L'Aquila, D.A.U.</li> <li>6. Seconda Università di Napoli, D.C.P.</li> <li>7. Politecnico di Torino, D.S.T.P.P.I.</li> <li>8. Università di Firenze, D.U.P.T.</li> </ol>
<p>Name(s) of researcher(s)</p>	<ol style="list-style-type: none"> <li>1. C. Beguinot (coordinator)</li> </ol>

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	<ol style="list-style-type: none"> <li>2. G.L. Sartorio, R. Camagni</li> <li>3. D. Campisi</li> <li>4. R. Busi</li> <li>5. G.L. Rolli</li> <li>6. B. Petrella</li> <li>7. C.S. Bertuglia</li> <li>8. P. Giovannini</li> </ol>
Contact details (organization, name, address, telephone, e-mail)	Di.Pi.S.T. - Dipartimento di Pianificazione e Scienza del Territorio, <a href="http://www.dipist.unina.it">http://www.dipist.unina.it</a>
Research context (part of larger project)	CNR (Research National Council)_Finalised Project "Trasporti 2" – Theme 1.2 "Mobilità e innovazione tecnologica"
Amount of money, time and staff involved	1991 – 1998

**A.2**

<p>Title of Project or research topic</p>	<p><b>PEDESTRIAN MOBILITY AND URBAN REHABILITATION: INNOVATIVE INSTRUMENTS FOR TRAFFIC CONTROL, FOR STREETS DESIGN AND FOR THE ORGANIZATION OF PUBLIC SPACE</b></p> <p>The research investigates on the one hand the meaning of “urban quality for the pedestrians”, on the other one the specific field to which is referred, that is “the intermediate spaces”.</p> <p>The research tries to systematize the various involved aspects and to depict some ideas on possible guidelines, suited to lead the designer in his difficult attempt to reproduce urban quality. To attain a district upgrading process that is successful under the stated urban quality point of view, it is important to provide a high quality product; the use of such innovative methodology based on integrated interventions, that identifies consistent criteria, rules, methods and techniques, allows to achieve precision and details levels in the design process, so to manage the complexity of the urban public spaces dedicated to mobility and stay.</p> <p>The core aspects of this methodological process are: the investigation of the urban quality indicators for pedestrians, to be used as design and evaluation parameters for the interventions to carry out; the selection and control techniques to be used to choose appropriate technical solutions for an overall pedestrian quality; the definition of the most suitable elements for the intermediate spaces upgrading: networks and layouts, forms and materials, details and colours, equipments and furniture, lightings, greenery, waterworks and so on.</p>
<p>Expected results and products, when?</p>	<p>Martincigh L., “Urban quality and design for pedestrians”, in AA.VV., “A city for pedestrians: policy making and implementation”, Final Report COST Action C6, Office for Official Publications of the European Communities, Luxembourg, 2002, pp. 223-233</p> <p>Martincigh L., Tira M., Corazza M. V., Pezzagno M., “Policy making and implementation in Italy”, in AA.VV., “A city for pedestrians: policy making and implementation”, Final Report COST Action C6, Office for Official Publications of the European Communities, Luxembourg, 2002, pp. 53-77</p>
<p>Names of institutes</p>	<p>University of Roma Tre, Faculty of Architecture, Di.P.S.A - Dept. of Design and Study of Architecture</p>
<p>Name(s) of researcher(s)</p>	<p>L. Martincigh, Scientific coordinator</p>
<p>Contact details (organization, name, address, telephone, e-mail)</p>	<p>L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a></p>

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Research context (part of larger project)	<p>The research, funded by University RomaTre, is connected with the Action C6: "Town and infrastructure planning for pedestrians", in the COST Program (European Framework in the Field of Scientific and Technical Research) <a href="http://www.vtt.fi/services/cluster6">http://www.vtt.fi/services/cluster6</a></p> <p>The Cost Action C6 is one of the 15 actions of the urban and civil engineering domain of the COST program. Its main objectives and missions are to promote better safety and urban quality for pedestrians, and particularly – but not only – for citizens with special needs as children, elderly and handicapped people and to suggest planning and maintenance techniques aimed at improving urban quality.</p>
Amount of money, time and staff involved	1996-2001

## A.3

Title of Project or research topic	<p><b>national programme</b>  <b>SAFETY AND QUALITY IN URBAN AREAS: STRATEGIES, TOOLS AND TECHNIQUES TO PROMOTE PEDESTRIAN MOBILITY</b></p> <p><b>research project</b>  <b>SUSTAINABLE MOBILITY AND URBAN UPGRADING: INNOVATIVE TOOLS FOR TRAFFIC CONTROL, FOR ROAD DESIGN AND FOR COLLECTIVE SPACES ORGANIZATION</b></p> <p>The research intends to carry on the studies, previously begun in the research: "Urban rehabilitation and pedestrian mobility", within the Action C6: "Town and infrastructure planning for pedestrians", in the COST Program (European Framework in the Field of Scientific and Technical Research).</p> <p>The interdisciplinary research is organized in several phases: the first two are dedicated to the basic knowledge development, and to the case study applications in some European Cities; the third phase, based on this applied researches, closes with urban infrastructures planning advices to increase safety and urban quality for pedestrians. Rome Town Municipality complies with this Program; this should make possible to participate to all the foreseen phases, among which the central one devoted to the applicative aspect.</p> <p>The aim of the project was to define the applicative aspects and the relevant technical prescriptions about the "Environmental Island". 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>
Expected results and products, when?	<p><a href="http://www.prin.miur.it">http://www.prin.miur.it</a></p> <p>Martincigh, L. et al., "Riqualificazione urbana e mobilità pedonale. Proposta di intervento a Pietra Papa, Roma", Di.P.S.A. - Università degli Studi Roma Tre</p>
Names of institutes	<p>- University of Rome "La Sapienza", Faculty of Engineering, D.I.T.S. – Dept. of Transportation and Streets (coordinator)</p>

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	<ul style="list-style-type: none"> <li>- University of Roma Tre, Faculty of Architecture, Di.P.S.A - Dept. of Design and Study of Architecture</li> <li>- University of Florence, Faculty of Architecture, D.P.T.U. – Dept. of Urban Design</li> </ul>
Name(s) of researcher(s)	<ul style="list-style-type: none"> <li>- A. Ranzo, Scientific coordinator</li> <li>- L. Martincigh, Coordinator of the research group Roma Tre</li> <li>- P. Ventura, Coordinator of the research group Florence</li> </ul>
Contact details (organization, name, address, telephone, e-mail)	<p>A. Ranzo <a href="mailto:alessandro.ranzo@uniroma1.it">alessandro.ranzo@uniroma1.it</a>  L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a>  P. Ventura, <a href="mailto:venturap@unifi.it">venturap@unifi.it</a></p>
Research context (part of larger project)	<p>MURST-Ministry of Instruction, University and Research, Co-funding 1999  Project of national biennial research</p>
Amount of money, time and staff involved	<p>1999-2001  46.000.000 Lire (23.757 Euro)</p>

**A.4**

<p>Title of Project or research topic</p>	<p><b>ENVIRONMENTAL COMFORT OF OUTDOOR SPACES: THE CONTRIBUTION OF VEGETATION</b></p> <p>The research deepens pedestrian mobility themes, focusing on the relation between natural features and walking environment, to point out which is the role that the green structure, under its many different forms, plays, or could play, for improving such urban outdoor spaces.</p> <p>Walking is not considered as a leisure activity but as a transport mode and the “human issues” perspective is considered, instrumentally, as the leading one.</p> <p>To understand which were the most important aspects to face first, it was used a double approach: a technical one matched with a social sciences one, that makes possible to check the consistency among experts’ and users’ points of view, between objective data and subjective feelings.</p> <p>By the analysis of various requirement classes and environment performances: accessibility, safety, comfort, attractiveness and offer of intermodality, and by the interface between demand and offer, many detailed problems came out; an interrelation matrix highlighted their recurrence and eventual interferences, showing how to group them in classes of problems; these classes contain at the same time the physical, social and psychological issues, which contribute to the inappropriateness of the pedestrian urban environment.</p> <p>Such grouping takes to think in an holistic way to solutions satisfying contemporarily different requirements and involving various features of the outdoor environment.</p>
<p>Expected results and products, when?</p>	<p>The findings of the COST C11 Action are published in AA.VV., “Greenstructure and Urban planning”, Final Report COST Action C11, Office for Official Publications of the European Communities, Luxembourg, 2005, <a href="http://www.map21ltd.com/COSTC11/">http://www.map21ltd.com/COSTC11/</a></p> <p>In particular:</p> <ul style="list-style-type: none"> <li>- Martincigh, L., “Rome case study, strategies for green structure planning and maintenance”</li> <li>- Scudo, G., “Environmental comfort in green urban spaces: design tools”</li> <li>- Martincigh, L., “A green-network, green structure and non motorized transport”</li> <li>- Meriggi, M., “Inter-regional, regional or inter-municipal level and scale of green structure arrangements in Italy: Ticino Valley”</li> <li>- Costanzi, C., “Green areas and the quality of life of elderly people”</li> </ul>
<p>Names of institutes</p>	<p>Management Committee for Cost Action C11</p> <p>Austria Institute for Traffic planning- TU Wien</p> <p>Bundesanstalt für Agrarwirtschaft - Wien</p>

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	<p>Belgium    Universit� de Li�ge - CRAU Urbanisme Dept. Human Ecology, Free University, Brussels</p> <p>Denmark    The Municipality of Roskilde Sct. Ols Straede 3, 4000 Roskilde Managing director for Veg Tech A/S</p> <p>Finland     City of Helsinki Department of Architecture, Helsinki Univ. of Technology</p> <p>France      Min of Infrastructure, Transport and Housing, Dept. Construction Architecture (PUCA) Paris THALES - consultancy</p> <p>Germany    TU M�nchen Landscape Ecology (presently at Manchester University -CURE) KOMMA.PLAN</p> <p>Italy        Polytechnic Milan Architecture Department, Rome 3 University</p> <p>Lithuania   Sector of Land Use Management - Institute of Land Use and Construction Sector of Land Use Management - Institute of Land Use and Construction</p> <p>Netherlands City of Utrecht Alterra - Urban Rural interaction team</p> <p>Norway     Min. of Environment Agricultural University</p> <p>Poland</p> <p>Spain        Ministerio de Fomento</p> <p>Sweden     Council for Building Research School of Architecture / Royal Institute of Technology, Stockholm Chalmers University Goteborg Architecture -Built Environment and Sustainable Development Department of Landscape Planning Alnarp, Swedish University of Agricultural Sciences</p> <p>United Kingdom    Map21Ltd - consultancy  University College London</p> <p>European Commission Scientific Secretary DG Research-COST</p>
Name(s) of researcher(s)	<p>L. Martincigh A. Acuto, M. Meriggi, G. Scudo</p>

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Research context (part of larger project)	Department Research funded by Di.P.S.A. - Dept. of Design and Study of the Architecture, connected with COST-European Framework for Cooperation in the Field of Scientific and Technical Research, Action C11: "Greenstructure and Urban Planning" (2000/2004)
Amount of money, time and staff involved	2000 - 2004

## A.5

Title of Project or research topic	<p><b>national programme</b>  <b>DIFFUSED INTERVENTIONS WITHIN THE URBAN STRUCTURE TO CREATE OPTIMAL CONDITIONS FOR PEDESTRIAN MOBILITY</b></p> <p><b>research project</b>  <b>THE QUALITY OF INTERMEDIATE SPACES FOR THE VULNERABLE USERS. THE SYSTEMATIZATION OF THE MEASURES FOR THE DESIGN OF SAFE PEDESTRIAN NETWORKS</b></p> <p>The research deepens and validates the outcomes originated from the research COFIN 1999: “Sustainable mobility and urban upgrading: innovative tools for traffic control, for road design and for collective space organization” and it is focused on the systematization of measures already known, underlining possible synergies as well as dangerous incompatibilities.</p> <p>The research, which has an interdisciplinary character, is articulated in phases; by the systematization of the measures that have been found out and inserted in the arranged abacus, it would make possible the control of the possibility to define a continuous network of safe, comfortable routes, and so to give directions about the most suitable intervention lines.</p> <p>The research set thence as objective the individuation of technologies and interventions methods suitable to a design that, according to the European goals, acts on the urban environment in order to increase safety for pedestrians and in particular to favour the reappropriation of the city also by the most vulnerable categories and by the most conditioned ones, by the outdoor spaces configuration and environmental comfort performances, with the aim of promoting the pedestrian mobility.</p>
Expected results and products, when?	<p><a href="http://www.prin.miur.it">http://www.prin.miur.it</a></p> <ul style="list-style-type: none"> <li>- Martincigh, L., “Requisiti e metodi per la progettazione ambientale degli spazi urbani”, in: Rogora, A.; Dessì, V., a cura di, “Il comfort ambientale negli spazi aperti”, EdicomEdizioni, Monfalcone (GO), 2005;</li> <li>- Martincigh, L., “Mobilità sostenibile, le strade a diversa velocità”, in: Il Progetto Sostenibile, n.3/2004</li> <li>- Martincigh, L., “Improving urban quality for pedestrians: the potentialities of an integrated design for mobility in outdoor spaces”, in: Proceedings of the Meeting CIB W84 - Building non-handicapping environments, CNR - ITC: “Inclusive Design and Mobility Response in indoor/outdoor Public buildings and Facilities”, at: <a href="http://www.itc.cnr.it/italiano/11_testo.htm">www.itc.cnr.it/italiano/11_testo.htm</a> (ottobre 2003);</li> <li>- Martincigh, L., “Qualità urbana e mobilità sostenibile”, in: URBANISTICAtre, settembre 2003, Rivista informatica on line: <a href="http://www.urbanisticatre.it/opinioni/opinioni_martinci.pdf">http://www.urbanisticatre.it/opinioni/opinioni_martinci.pdf</a> e: <a href="http://www.urbanisticatre.it/OPINIONI/newopinione_martin_img.htm">http://www.urbanisticatre.it/OPINIONI/newopinione_martin_img.htm</a></li> </ul>

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Names of institutes	<ul style="list-style-type: none"> <li>- University of Rome “La Sapienza”, Faculty of Engineering, D.I.T.S. – Dept. of Transportation and Streets (coordinator)</li> <li>- University of Roma Tre, Faculty of Architecture, Di.P.S.A - Dept. of Design and Study of Architecture</li> <li>- University of Florence, Faculty of Architecture, D.P.T.U. – Dept. of Urban Design</li> </ul>
Name(s) of researcher(s)	<ul style="list-style-type: none"> <li>- A. Ranzo, Scientific coordinator</li> <li>- L. Martincigh, Coordinator of the research group Roma Tre</li> <li>- P. Ventura, Coordinator of the research group Florence</li> </ul>
Contact details (organization, name, address, telephone, e-mail)	<p>A. Ranzo <a href="mailto:alessandro.ranzo@uniroma1.it">alessandro.ranzo@uniroma1.it</a>  L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a>  P. Ventura, <a href="mailto:venturap@unifi.it">venturap@unifi.it</a></p>
Research context (part of larger project)	<p>MURST-Ministry of Instruction, University and Research, Co-funding 2001  Project of national biennial research</p>
Amount of money, time and staff involved	<p>2001-2003  M£ 206 , Euro 106390</p>

A.6

<p>Title of Project or research topic</p>	<p><b>national programme</b>  <b>THE ENVIRONMENTAL COMPATIBILITY IN THE REHABILITATION AND RECONVERSION PROJECT OF DISUSED AREA</b></p> <p><b>research project</b>  <b>THE MOBILITY FACTOR IN THE RECONVERSION OF DISMISSED AREAS</b></p> <p>The usability of the urban environment is strictly dependant on its services and in particular on its accessibility. The mobility system is very important, and can be qualified with relation to the impact that it has on the system of the use of soils (interference with other functions through physical visual and psychological invasion) and on pollution (air, acoustic, vibrational).</p> <p>The research, which has an interdisciplinary character, is articulated in phases; it is focused on environmental compatibility issues and in upgrading interventions trying in this sense to achieve the prefixed goals common to all the operative units and putting the attention to the mobility; this means in particular to facing the reorganization and the mobility rebalancing problem in general, reviewing from one side the weighs and the hierarchies of the different transport modes, and on the other side the infrastructural design that give hospitality to them, considering it as a tridimensional space in which different factors give their contribution to define the architecture of the "Street".</p> <p>The research intends to make use of the results achieved in some researches already funded and closed, both in the sustainable mobility and in urban upgrading field: the focus is above all on the non-motorized modes, the opportunity of creating a continuous integrated pedestrian network and a newly organized vehicular mobility. The reconversion of industrial cast off areas has as its goal a use allocation that makes it an attraction pole at urban level; this take in consideration also longer paths and motorized transport modes. If the goal is the achievement of a sustainable mobility, the vehicular private traffic has to be reduced and the attention has to be moved on public transport systems and in particular on the exchange intermodal junctions, obviously without leaving out the access paths. The attention will be focused on all the aspects that contribute to make desirable both the movement space and the stop and the exchanging places, giving the majority number as possible of the requested performances.</p>
<p>Expected results and products, when?</p>	<p><a href="http://www.prin.miur.it">http://www.prin.miur.it</a></p> <p>Work in progress</p>

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Names of institutes	<ul style="list-style-type: none"> <li>- Second University of Naples, Restauro e costruzione dell'architettura e dell'ambiente (coordinator)</li> <li>- University of Roma Tre, Faculty of Architecture, Di.P.S.A - Dept. of Design and Study of Architecture</li> <li>- Polytechnic of Milan, Building environment sciences and technology - Best</li> <li>- Politecnico di Turin, Scienze e tecniche per i processi di insediamento</li> <li>- University of Florence, Faculty of Architecture, Tecnologie dell'architettura e design</li> </ul>
Name(s) of researcher(s)	<ul style="list-style-type: none"> <li>- M.I. Amirante, Scientific coordinator</li> <li>- L. Martincigh, Coordinator of the research group Roma Tre</li> </ul>
Contact details (organization, name, address, telephone, e-mail)	<ul style="list-style-type: none"> <li>- M.I. Amirante, <a href="mailto:mariai.amirante@unina2.it">mariai.amirante@unina2.it</a></li> <li>- L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a></li> </ul>
Research context (part of larger project)	<p>MIUR - Ministry of University and Research, Co-funding PRIN 2004            Project of national biennial research, Relevant National Interest Scientific Research Programme</p>
Amount of money, time and staff involved	2004 -2006

## A.7

Title of Project or research topic	<p><b>INDIVIDUALS AND GROUPS IN MOVEMENT: SOCIOLOGICAL TOOLS AND NEW TECHNOLOGIES TO STUDY MOBILITY, TOURIST EVENTS AND URBAN TRANSFORMATIONS</b></p> <p>The research program aims at formulating a theory, monitoring and simulating, through physical-mathematical models, the phenomenon of the metropolitan mobility.</p> <p>In the analysis of mobility and correlated phenomena, on the basis of the advanced urban theory, are developed the most recent techniques and the models for collection and elaboration of geo-referenced data and for the modelling, through computerized simulations, of the urban mobility systems.</p> <p>Three are the focuses:</p> <ul style="list-style-type: none"> <li>- the pedestrian mobility (case study: Venice)</li> <li>- system of "chronotopoi" in the metropolitan area (case study: Milan)</li> <li>- commuting mobility between the historical centre and new urban settlements (case study: Cagliari)</li> </ul>
Expected results and products, when?	In 2008
Names of institutes	<ol style="list-style-type: none"> <li>1. <a href="#">Università degli Studi di Milano-Bicocca</a> - Sociologia e ricerca sociale – Milano (coordinatore)</li> <li>2. Università degli Studi di Bologna, facoltà di Fisica</li> <li>3. Università IUAV di Venezia, Facoltà di Architettura, Urbanistica</li> <li>4. <a href="#">Università degli Studi di Cagliari, Scienze Pedagogiche e Filosofiche</a></li> </ol>
Name(s) of researcher(s)	<ol style="list-style-type: none"> <li>1. Guido Alberto MARTINOTTI</li> <li>2. Bruno GIORGINI</li> <li>3. Marcello MAMOLI</li> <li>4. Antonina MELIS</li> </ol>
Contact details (organization, name, address, telephone, e-mail)	<a href="#">University of Milan - Bicocca</a> - Sociologia e ricerca sociale – Milano <a href="http://www.sociologiadip.unimib.it/dipartimento/">http://www.sociologiadip.unimib.it/dipartimento/</a>
Research context (part of larger project)	MIUR - Ministry of University and Research, Co-funding PRIN 2005 Project of national biennial research, Relevant National Interest Scientific Research Programme
Amount of money, time and staff involved	2005-2008

## B. EUROPEAN PROJECTS

### B.1

Title of Project or research topic	<p><b>WALCYNG - HOW TO ENHANCE WALKING AND CYCLING INSTEAD OF SHORTER CAR TRIPS AND TO MAKE THESE MODES SAFER</b></p> <p>The main aim of the project is to develop guidelines for enhancing walking and cycling, in order to replace shorter car trips and to make the walking and cycling modes safer. This will be done following marketing principles and includes a.o. the following steps: - definition and quantification of potential user groups; - collection and evaluation (from the customer point of view) of existing 'products' for pedestrians and cyclists; - definition of possible gaps in the existing 'product' range, development of new 'products', - description of supporting soft policy measures (advertising, lobbying etc.).</p>
Expected results and products, when?	<a href="http://cordis.europa.eu/transport/src/walcyng.htm">http://cordis.europa.eu/transport/src/walcyng.htm</a>
Names of institutes	<p>University of Lunds/Lunds Tekniska Högskola (SE) (coordinator)</p> <p>Chalmers University of Technology AB (SE)</p> <p>Factum Chaloupka, Praschl, Risser ohg (AT)</p> <p>Franco Gnavi Consulting and Associates, Rome (IT)</p> <p>City of Helsinki (FI)</p> <p>Institute of Transport Economics (NO)</p> <p>University of Helsinki (FI)</p> <p>Universitat de Valencia, Estudi General (ES)</p> <p>Transport Technologie-Consult Karlsruhe GmbH (DE)</p>
Name(s) of researcher(s)	<p>C. Hyden (coordinator)</p> <p>F. Gnavi</p>
Contact details (organization, name, address, telephone, e-mail)	<p>C. Hyden, <a href="mailto:Christer.Hyden@fft.lth.se">Christer.Hyden@fft.lth.se</a></p> <p>F. Gnavi, <a href="mailto:CSSTRM@mclink.it">CSSTRM@mclink.it</a></p>
Research context (part of larger project)	Shared Cost
Amount of money, time and staff involved	<p>1996-1997</p> <p>total cost in kECUs: 852</p> <p>Total EU contribution in kECUs: 509.5</p>

**B.2**

<p>Title of Project or research topic</p>	<p><b>CAPTURE - CARS TO PUBLIC TRANSPORT IN THE URBAN ENVIRONMENT</b></p> <p>The main objective of the research is to assess and recommend policy instruments and strategies using physical measures designed to encourage travellers to use public transport, cycling and walking as opposed to private motoring in EU urban areas in order to better meet European policy goals (transport, economy, social cohesion, environment and energy). Secondary objectives are 1- Provide information to urban transport decision makers in Europe on the most appropriate transport strategies to adopt using physical measures to achieve their local policy objectives and their likely impacts, where possible with quantitative evidence. 2- Provide active decision support taking account of local conditions and European policy goals. 3- Develop and test policy strategies related to physical measures in demonstration sites, singly or in integration, to better encourage a shift from private motoring to public transport, cycling and walking. 4- Develop common quantitative and qualitative tools and databases to ascertain the transferability of results between the demonstration sites and other urban areas.</p> <p>Demo Sites are: Brescia (IT), Rome (IT), Copenhagen (DK), London (UK), Madrid (ES), Manchester (UK), Mytilini (GR), Orvieto (IT), Tampere (FI), Vitoria-Gasteiz (ES), Bucharest (RO)</p>
<p>Expected results and products, when?</p>	<p><a href="http://cordis.europa.eu/transport/src/urban.htm">http://cordis.europa.eu/transport/src/urban.htm</a></p>
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- Transport &amp; Travel Research Ltd (GB) Coordinator</li> <li>- University of Leeds (GB)</li> <li>- Cranfield University (GB)</li> <li>- David Davies Associates (GB)</li> <li>- ARISE - European Economic Interest Grouping (BE)</li> <li>- Trends Research n.p.c. (GR)</li> <li>- Environment, Transport and Planning s.l. (ES)</li> <li>- Consorcio Regional de Transportes de Madrid (ES)</li> <li>- Vitoria - Gasteiz Citycouncil (ES)</li> <li>- Traficon Ltd (FI)</li> <li>- The City of Tampere (FI)</li> <li>- Tampere City Transport (FI)</li> <li>- Ministry of Transport and Communications (FI)</li> <li>- Greater Manchester Passenger Transport Executive (GB)</li> <li>- London Regional Transport (GB)</li> <li>- T.M.T. Pragma s.r.l. (IT)</li> <li>- Department of Hydraulics Transports and Roads of the University of Rome "La Sapienza" (IT)</li> <li>- City of Orvieto (IT)</li> <li>- Copenhagen Transport (DK)</li> </ul>

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	<ul style="list-style-type: none"> <li>- Development Company of the Municipality of Mytilene (GR)</li> </ul>				
Name(s) of researcher(s)	<ul style="list-style-type: none"> <li>- L. Pickup, Coordinator</li> <li>- M. Lepore, TMT (IT)</li> <li>- F. Filippi, <a href="#">UdR "La Sapienza"</a> (IT)</li> <li>- S. Mocio, City of Orvieto (IT)</li> </ul>				
Contact details (organization, name, address, telephone, e-mail)	<ul style="list-style-type: none"> <li>- L. Pickup, <a href="mailto:ttr_oxford@compuserve.com">ttr_oxford@compuserve.com</a></li> <li>- M. Lepore, <a href="mailto:tmt.pragma@iol.it">tmt.pragma@iol.it</a>; T.M.T. PRAGMA S.R.L. (IT), <a href="http://www.assirm.it/pragma.htm">www.assirm.it/pragma.htm</a></li> <li>- F. Filippi, <a href="mailto:ff@dits.ing.uniroma1.it">ff@dits.ing.uniroma1.it</a>; Department of Hydraulics Transports and Roads of the University of Rome "La Sapienza" (IT) <a href="http://w3.uniroma1.it/dits/homedits.htm">http://w3.uniroma1.it/dits/homedits.htm</a></li> <li>- S. Mocio, City of Orvieto (IT), <a href="http://www.comune.orvieto.tr.it/">www.comune.orvieto.tr.it/</a></li> </ul>				
Research context (part of larger project)	UE Transport RTD Programme Shared Cost				
Amount of money, time and staff involved	<p>1996-1999</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 70%;">Total cost in kECUs:</td> <td style="text-align: right;">2733</td> </tr> <tr> <td>Total EU contribution in kECUs:</td> <td style="text-align: right;">1434</td> </tr> </table>	Total cost in kECUs:	2733	Total EU contribution in kECUs:	1434
Total cost in kECUs:	2733				
Total EU contribution in kECUs:	1434				

**B.3**

<p>Title of Project or research topic</p>	<p><b>DUMAS - DEVELOPING URBAN MANAGEMENT AND SAFETY</b></p> <p>Main objectives of the research are: - To establish a methodology that can be applied generally to towns with different transport systems in different countries, to demonstrate how safety can be improved. - To produce a framework and guidelines for the design and assessment of urban safety management schemes, based on the methodology. - To demonstrate the validity of the framework and to apply elements of the methodology in a sample of towns. Workpackage objectives: - To collect, collate and report on research findings and current practice relevant to urban safety management. - Investigate areas where knowledge is lacking and where it will prove difficult to give advice to practitioners. - Design of a common descriptive framework that will identify all the elements that need to come together in an area-wide urban safety management project. - To analyse and assess in macro and micro scales the available accident data and to identify a common methodology for accident analysis and a framework for design and assessment. - Gather an overview of national experience on design principles, effect and evaluation methods for speed management in urban areas. A general concept for setting up a speed management programme. A general concept for assessment/evaluation of speed management principles implemented. - Gather know data of two-wheeler rider accidents and list urban initiatives that could affect safety. Define risk exposure parameters for vulnerable road users, and for urban (road) environment vulnerability. - Define assessment methodology. List and assess urban initiatives and traffic management measures that could affect safety. - Identify urban policy issues and investigate their interactions. Investigate environmental/pollution issues and how these are affected by safety measures.</p> <p>Demo Sites are in Austria, Czech Republic, France, Germany, Greece, Italy, the Netherlands, and the United Kingdom.</p>
<p>Expected results and products, when?</p>	<p><a href="http://www.trl.co.uk/dumas">http://www.trl.co.uk/dumas</a></p>
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- Transport Research Laboratory (GB) Coordinator</li> <li>- Institut National de Recherche sur les Transports et leur Sécurité (FR)</li> <li>- SWOV - Institute for Road Safety Research (NL)</li> <li>- Danish Road Directorate (DK)</li> <li>- Development and Engineering Consultants Ltd (GR)</li> <li>- Università degli Studi di Brescia, Facoltà di Ingegneria, Dipartimento di Ingegneria civile (IT)</li> <li>- Bundesanstalt für Strassenwesen (DE)</li> </ul>

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	<ul style="list-style-type: none"> <li>- Kuratorium für Verkehrssicherheit (AT)</li> <li>- Centrum Dopravniho Vyzkumv S.A. (CZ)</li> </ul>
Name(s) of researcher(s)	<ul style="list-style-type: none"> <li>- C. Lines (coordinator)</li> <li>- R. Busi, A.M. Tira, G. Maternini</li> </ul>
Contact details (organization, name, address, telephone, e-mail)	<ul style="list-style-type: none"> <li>- C. Lines, <a href="mailto:clines@trl.co.uk">clines@trl.co.uk</a></li> <li>- A.M. Tira, <a href="mailto:tira@bsing.ing.unibs.it">tira@bsing.ing.unibs.it</a></li> </ul>
Research context (part of larger project)	Collaborative project part funded by the EU under the 4th Framework Programme
Amount of money, time and staff involved	1997-1999 Total cost in kECUs: 1699 Total EU contribution in kECUs: 9745

**B.4**

<p>Title of Project or research topic</p>	<p><b>PROMISING - PROMOTION OF MOBILITY AND SAFETY OF VULNERABLE ROAD USERS</b></p> <p>The mobility needs of pedestrians, cyclists and motorised twowheelers, are not integrated automatically in the planning for traffic and transport in Europe. As a consequence, safety policies often have a curative approach, which may restrict the mobility of these vulnerable road users.</p> <p>The research project aimed at developing measures that reduce the risk of injury to vulnerable and young road users, within an implementation framework, with the main focus on technical, non-restrictive aspects, to improve both safety and mobility. The potential for problem reduction was specified for four target groups of vulnerable road users: pedestrians, cyclists, motorised two-wheelers (i.e. motorcyclists and riders of mopeds) and young car drivers. The differences between European countries in their transport modes were taken into consideration.</p> <p>In order to determine the potential for problem reduction, available data and expertise of the following subjects were studied and combined:</p> <ul style="list-style-type: none"> <li>- safety problems,</li> <li>- task requirements,</li> <li>- measures related to problems and tasks,</li> <li>- effects of measures on safety and on mobility,</li> <li>- costs of measures.</li> </ul>
<p>Expected results and products, when?</p>	<p><a href="http://ec.europa.eu/transport/roadsafety/publications/projectfiles/promising_en.htm">http://ec.europa.eu/transport/roadsafety/publications/projectfiles/promising_en.htm</a>  <a href="http://www.swov.nl/">http://www.swov.nl/</a>  <a href="http://www.swov.nl/en/actueel/nieuws/diverse/promising.htm">www.swov.nl/en/actueel/nieuws/diverse/promising.htm</a></p>
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- BAST - Bundesanstalt für Straßenwesen, Germany (coordinator)</li> <li>- CERTU - Centre d' Etudes sur les Réseaux, les Transports l'Urbanisme et les Constructions Publiques, France</li> <li>- ENFB - Echte Nederlandse Fietsersbond, the Netherlands</li> <li>- I-ce - Interface for cycling expertise, the Netherlands / United Kingdom</li> <li>- IfZ - Institut für Zweiradsicherheit e.V., Germany</li> <li>- INRETS - Institut National de Recherche sur les Transports et leur Sécurité, France</li> <li>- KfV - Kuratorium für Verkehrssicherheit - Institute of Traffic Psychology, Austria</li> <li>- NTUA - National Technical University of Athens, Greece</li> <li>- SNRA - Swedish National Road Administration, Sweden</li> <li>- TRL - Transport Research Laboratory, United Kingdom</li> <li>- VTT - Technical Research Centre of Finland, Finland</li> <li>- VV - De Voetgangers-Vereniging, the Netherlands</li> <li>- TØI - Institute of Transport Economics, Norway</li> <li>- UdB - Università Degli Studi di Brescia - Dipartimento di Ingegneria Civile, Italy</li> <li>- ROMATRE - Università Degli Studi Roma Tre - Dipartimento di Progettazione e Scienze dell'Architettura, Italy</li> </ul>
<p>Name(s) of</p>	<p>R. Wittink (coordinator)</p>

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researcher(s)	L. Martincigh, Responsible of the sector “Infrastructure” in Work Package 1. “Pedestrian safety” M. Tira, Responsible of UdB
Contact details (organization, name, address,telephone, e-mail)	R. Wittink, wittink@swov.nl L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a> M. Tira, tira@bsing.ing.unibs.it
Research context (part of larger project)	Funded by the European Commission DGVII under the Transport RTD Programme, IV Framework Programme for Research and Technology Development - Transport (1997-1998)
Amount of money, time and staff involved	1998-2001

**B.5**

<p>Title of Project or research topic</p>	<p><b>PROMPT - NEW MEANS TO PROMOTE PEDESTRIAN TRAFFIC IN CITIES</b></p> <p>The main purpose of this research is to improve the sustainability of urban mobility, as well as to upgrade the urban environment, by promoting the choice of non-motorised transport modes instead of motorised ones. The proposal especially concentrates on the promotion of walking, which is the man's original and most natural way of mobility. However, it is not the intention of the project just to blindly aim at the promotion of walking without considering also its relation to other modes of mobility, although walking itself does not seem to be in any ways against the principles of sustainability, quite the contrary.</p> <p>The concrete objective of the project is to develop new innovative tools and generic solutions for planners', designers' and decision makers' disposal to be used in urban planning and decision making. The scope ranges from the level of the whole urban structure to the detailed street level.</p> <p>The research aims at problem identification, design and planning as at implementation of considered measures in different local or European wide situations.</p>
<p>Expected results and products, when?</p>	<p>1 Guideline/Handbook/Code of Practice      Tools and solutions: to promote walking</p> <p><a href="http://prompt.vtt.fi/">http://prompt.vtt.fi/</a></p>
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- Finland, <a href="#">VTT Building and Transport</a> Transport and Urban Planning, <i>Project co-ordination</i></li> <li>- Italy, <a href="#">Università degli Studi Roma Tre</a> Department of Architectural Science and Design</li> <li>- Switzerland, IBV W. Hüsler AG, Zürich, Engineering Office for Traffic Planning</li> <li>- Norway, <a href="#">SINTEF</a> Civil and Environmental Engineering, Transportation Studies</li> <li>- Belgium, <a href="#">Université de Liège</a> Research Centre of Architecture and Urbanism</li> <li>- France, <a href="#">CERTU</a> Centre for Studies on Urban Planning, Transport, Utilities and Public Constructions</li> <li>- France, <a href="#">CETE NP</a>, Centre for Technical Studies on Equipment, Nord Picardie</li> </ul>
<p>Name(s) of researcher(s)</p>	<p>J. Räsänen (coordinator) L. Martincigh (national responsible-Italy)</p>
<p>Contact details (organization, name, address, telephone, e-mail)</p>	<p>J. Räsänen, <a href="mailto:Jukka.Rasanen@vtt.fi">Jukka.Rasanen@vtt.fi</a> L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a></p>
<p>Research context (part of larger project)</p>	<p>Joint European Research V Framework Programme for Research and Technology</p>

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	Development - EESD; in: "Energy, Environment and Sustainable Development", Key Action 4: The city of tomorrow and cultural heritage, Thematic priority 4.4.1.: Strategic approaches and methodologies in urban planning towards sustainable urban transport (2000 – 2004)
Amount of money, time and staff involved	2000-2003 Project Funding: 742000.00 euro

**B.6**

<p>Title of Project or research topic</p>	<p><b>TRANSPLUS - TRANSPORT PLANNING, LAND USE AND SUSTAINABILITY</b></p> <p>The project embraces an integrated land-use and transport planning approach to manage transport demand and contribute towards the creation of a common understanding of the issues at stake and the possible ways to tackle them. TRANSPLUS initiates and fosters a continuous learning process involving consultants and European cities interested in exploring and adopting innovative policy measures. The research process is articulated as follows: 1. System analysis of megatrends in urban development and strategic approaches towards sustainable transport. The latter includes three general categories -collective transport promotion; promotion of non motorised modes; restriction of motorised individual transport- and identifies specific strategies with close land use inter-relation; 2. Learning process involving researchers and users for the analysis, for each identified strategy, of the overall planning and implementation cycle, including the design of specific measures and ways of gaining political acceptance, and the evaluation of final outcomes and side effects; 3. Analysis of barriers to realisation and appraisal of structural compatibility and potential transferability of policies implemented in different contexts, based on the lessons learned in the analysis of significant practices; 4. Analysis of different methodologies to promote citizens, stakeholders and users participation to the different phases of policy planning and implementation; 5. Networking and dissemination activities supported by the development of a web site, realisation of an introductory brochure and subsequent newsletters, organisation of workshops enriched by the participation of interested cities, and the final production of guidelines.</p>
<p>Expected results and products, when?</p>	<p>1 Guideline/Handbook/Code of Practice      Guidelines: Achieving Sustainable Transport and Land Use with Integrated Policies</p> <p>2 Database/Indicator      Indicators: to evaluate the success of the developed policies</p> <p><a href="http://www.transplus.net/">http://www.transplus.net/</a></p>
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- ISIS, Institute of Studies for the Integration of Systems, Rome (coordinator)</li> <li>- Institute of Spatial Economics and Housing, Warsaw, Poland</li> <li>- Impact Consulting s.r.l., Bucaresti, Romania</li> </ul>

	<ul style="list-style-type: none"> <li>- Institute of Environmental Protection, Gdynia, Poland</li> <li>- University of Malta, Msida, Malta</li> <li>- Slovak University of Technology, Bratislava, Slovakia</li> <li>- Centre d'etudes techniques de l'equipement Nord Picardie, Lille, France</li> <li>- Centre d'etudes sur les reseaux, les transports, l'urbanisme et les constructions publiques, Lyon, France</li> <li>- Socialdata Institut für Verkehrs- und Infrastrukturforschung GmbH, München, Germany</li> <li>- Societa Trasporti Automobilistici spa, Roma, Italy</li> <li>- Netherlands Organisation for Applied Scientific Research – Tno, Delft, Netherlands</li> <li>- Tis.Pt, Consultores em Transportes, Inovacao e Sistemas, Lisboa, PORTUGAL</li> <li>- Institut fuer Landes- und Stadtentwicklungsforschung des Landes Nordrhein-Westfalen, Dortmund, Germany</li> <li>- Langzaam Verkeer, Louvain / Leuven, Belgium</li> <li>- Vienna University of Technology, Wien, Austria</li> <li>- Transport and Travel Research Ltd., Lichfield, United Kingdom</li> <li>- Transport Research Foundation T/A Transport Research Laboratory, Crowthorne, United Kingdom</li> <li>- University College London, London, United Kingdom</li> </ul>
Name(s) of researcher(s)	C. Sessa (coordinator)
Contact details (organization, name, address, telephone, e-mail)	C. Sessa, <a href="mailto:csessa@isis-it.com">csessa@isis-it.com</a>
Research context (part of larger project)	<p>Collaborative Project  V Framework Programme for Research and Technology Development - EESD; in: "Energy, Environment and Sustainable Development", Key Action 4: The city of tomorrow and cultural heritage, 1.1.4.-4.4.1 Strategic approaches and methodologies in urban planning towards sustainable urban transport (2000-2004)</p> <p>TRANSPLUS is an EC-supported research project in the LUTR (Land Use and Transport Research Cluster).</p>
Amount of money, time and staff involved	2000-2003 Project Funding: 1.96 million euro

**B.7**

<p>Title of Project or research topic</p>	<p><b>ASI – ASSESS IMPLEMENTATIONS IN THE FRAME OF THE CITIES OF TOMORROW</b></p> <p>The main objective of the project is to provide knowledge about the practice of life quality assessment by different disciplines in connection with different types of public measures in the area of town planning and design, transportation and mobility.</p> <p>Transport and mobility play an important role in the concept of Life Quality (LQ) as they are central elements of the integration in society. Due to the strong engineering focus taken in this area so far, too little action has been taken to understand, what difficulties different groups and sub-groups of people have with transport and mobility, as the need and interests of the relevant segments of the population are not considered appropriately. Solutions in the transport and mobility area developed according to the methods suggested in ASI, will be more effective and more efficient, because they meet the needs of the target groups, i.e. different groups of citizens in different parts of Europe.</p> <p>ASI wants to improve the understanding of the assessment of groups of citizen's LQ by responsible politicians and experts. This will be done by the analysis how mobility policies of five implementations in the frame of LUTR (Land Use and Transport Research Cluster) of the Key Action Cities of Tomorrow (CoT) affect LQ, according to the peoples who are involved in these project in responsible roles. Evaluation will be based on expert interviews, dealing with the following questions: How is LQ of different groups of citizens affected by town planning, transport and mobility conditions and how is it assessed by the responsible people. The main product of ASI will be an advice for improved assessment processes. The product will consist of a toolbox for the assessment of LQ in connection with town planning, transport and mobility, a databank concept, and guidelines for implementations. The developed instruments will be tested in a pilot study.</p>						
<p>Expected results and products, when?</p>	<table border="0"> <tr> <td data-bbox="624 1518 986 1552">1 Equipment/Prototype</td> <td data-bbox="1002 1518 1367 1585">Instrument to assess life quality effects</td> </tr> <tr> <td data-bbox="624 1585 986 1619">2 Database/Indicator</td> <td data-bbox="1002 1585 1367 1653">Basic databank frame results of LQ assessments</td> </tr> <tr> <td data-bbox="624 1664 986 1731">3 Guideline/Handbook/Code of Practice</td> <td data-bbox="1002 1664 1367 1787">Guidelines for the transformation of LQ assessment results into policies and measures</td> </tr> </table> <p><a href="http://www.factum.at/asi/">http://www.factum.at/asi/</a></p>	1 Equipment/Prototype	Instrument to assess life quality effects	2 Database/Indicator	Basic databank frame results of LQ assessments	3 Guideline/Handbook/Code of Practice	Guidelines for the transformation of LQ assessment results into policies and measures
1 Equipment/Prototype	Instrument to assess life quality effects						
2 Database/Indicator	Basic databank frame results of LQ assessments						
3 Guideline/Handbook/Code of Practice	Guidelines for the transformation of LQ assessment results into policies and measures						
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- University of Groningen, Groningen, Netherlands (coordinator)</li> <li>- Transport Research Centre, Brno, Czech Republic</li> </ul>						

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	<ul style="list-style-type: none"> <li>- Universita' degli Studi di Roma Tre, Roma, Italy</li> <li>- Swedish National Road and Transport Research Institute, Linköping, Sweden</li> </ul>
Name(s) of researcher(s)	R. Risser (coordinator) L. Martincigh (national responsible-Italy)
Contact details (organization, name, address, telephone, e-mail)	R. Risser, <a href="mailto:ralf.risser@factum.at">ralf.risser@factum.at</a> L. Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a>
Research context (part of larger project)	Accompanying Measure V Framework Programme for Research and Technology Development - "Energy, Environment and Sustainable Development", 1.1.4.-4.4.1 Strategic approaches and methodologies in urban planning towards sustainable urban transport, 1.1.4.-7. RTD activities of a generic nature
Amount of money, time and staff involved	2003-2005 Project Funding: 440453.00 euro

**B.8**

<p>Title of Project or research topic</p>	<p><b>SIZE – LIFE QUALITY OF SENIOR CITIZENS IN RELATION TO MOBILITY CONDITIONS</b></p> <p>European policies regarding the elderly aim at maintaining their mobility as this is a central element of their integration in society. Senior citizens want to lead an autonomous and independent life (everything from shopping to visiting friends) as much and as long as possible without the help of others (for example the family). Losing the ability to participate in outdoor activities can create a vicious circle of immobility, implying that an important stimulus for the elderly to remain active vanishes. This regularly leads to passivity and loss of competence which affects health. This, in turn may induce still greater isolation and passivity. Thus, the provision of transport and mobility for the elderly is a central societal goal.</p> <p>General objectives of the work are:</p> <ul style="list-style-type: none"> <li>- To explain and describe the present mobility and transport situation, the problems, needs and wishes of different groups of senior citizens from their own perspective compared with experts' points of view ("experts" being sociologists, psychologists, traffic experts, experts on gerontology, architects and urban designers, urban planners, politicians, policy makers, experts of other related EU projects, etc.)</li> <li>- To motivate action by the authorities and other relevant groups in society who are, or feel, responsible in this area, among others by making discrepancies in problem identification transparent;</li> <li>- To identify relevant solutions for existing problems and to provide guidance for setting up and implementing policies aimed at "keeping the elderly mobile".</li> </ul>
<p>Expected results and products, when?</p>	<p><a href="http://www.size-project.at/">http://www.size-project.at/</a></p>
<p>Names of institutes</p>	<ul style="list-style-type: none"> <li>- University of Vienna, Institute of Sociology, Austria (coordinator)</li> <li>- FACTUM OHG, Austria</li> <li>- University of Erlangen – Nuremberg, Institute of Psychogerontology, Germany</li> <li>- National University of Ireland – Traffic Research Unit / Counselling &amp; Health Studies Unit, Ireland</li> <li>- Università degli Studi Roma Tre – Dipartimento di Progettazione e Studio dell'Architettura (Di.P.S.A.), Italy</li> <li>- Lund University – Department of Technology and Society, Sweden</li> <li>- Cracow University of Technology - Department of Architecture, Poland</li> <li>- Centrum Dopravního, Výzkumu (CDV) - Transport Research Centre, Czech Republic</li> </ul>

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	<ul style="list-style-type: none"> <li>- Universitat de València, Facultat de Psicologia, Dpmt. Metodologia de les Ciències del Comportament, Psychonomy, Spain</li> </ul> <p><i>Senior Citizens Associations</i></p> <ul style="list-style-type: none"> <li>- Stowarzyszenie Wychowanków Politechniki Krakowskiej im., Poland</li> <li>- Asociacion de amas de casa TYRIUS de Betera, Spain</li> <li>- Associazione Abitare e Anziani (AeA), Italy</li> <li>- Pro Skåne, Sweden</li> <li>- Stadt seniorenrat der Stadt Nürnberg, Germany</li> </ul>
Name(s) of researcher(s)	A. Amman, R. Risser (coordinators) L. Martincigh (national responsible-Italy)
Contact details (organization, name, address, telephone, e-mail)	A. Amann, <a href="mailto:anton.amann@univie.ac.at">anton.amann@univie.ac.at</a> R. Risser, <a href="mailto:ralf.risser@factum.at">ralf.risser@factum.at</a> L.Martincigh, <a href="mailto:martinci@uniroma3.it">martinci@uniroma3.it</a>
Research context (part of larger project)	Cost-sharing V Framework Programme for Research and Technology Development - Quality of Life and Management of Living Resources, Key Action 6: The aging population and disabilities (2002 – 2006)
Amount of money, time and staff involved	2003-2006