

Selected Papers

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This special number is a selection of papers published in TeMA 2009 volume and is the first item completely in English. The selected papers are works previously published in Italian in volume n. 3 and now presented in a different layout collected into a unique item.

This new effort of the TeMA Editorial Board seek to give to the journal a broader visibility in the international scientific community and to encourage the debate about the integration of urban and mobility planning to constantly more readers and authors. This number has a new graphic layout, but follows the classic structure of TeMA items, with the articulation into four sections: researches, applications, focuses, reviews.

The aim of the journal is to contribute at the founding of new scientific and at the same time professional competences, than could integrate spatial analysis and planning studies with mobility planning studies. In other words TeMA objective is to give a input to the growing corpus of theory and

methodological knowledge that, overcoming the separation – entirely vague – between these two subjects, can formulate new solutions at the topics we are still facing with the old tools of the past century scientific culture. I am confident that the TeMA journal diffusion could contribute at a confront with the national and international scientific community. TeMA is a free open access journal and provides immediate open access to its content on the principle that making research freely available to the public (researchers, technicians, professionals) supports a greater global exchange of knowledge.

TeMA is a young journal. It is youthful because of the average age of the Editorial Board members, that not including the editor-in-chief, is under the average age of Italian Universities researchers.

A special thanks goes to whom support this challenge. First to the Scientific Board colleagues, that emblazon this scientific initiative with their commitment and disposability. The Scientific Board

gives representation to five national scientific communities that are mostly involved in the journal interest themes: Italy, The Netherlands, United Kingdom, Spain and USA. Gratitude goes to the Federico II University and in particular to the Digital Resources University Commission (Commissione Permanente d'Ateneo per le Risorse Digitali) which encourages our work and to the Digital Library (Sire – Lib) for the technical support in the execution phase and in the Web site implementation.

The researches section is constituted by seven articles. Giuseppe Mazzeo article carries out a reading/analysis of hierarchies in the European urban system and analyses the role of the communication infrastructures on cities hierarchies, focusing on the impact of the European high speed network on the fluctuations in the cities hierarchy. The paper asserts that the hierarchy is influenced by the growing of this infrastructure only for the second level positions, while the head positions are not influenced by it. Romano Fistola's article is focused on the new connections, which high speed train allows to activate among the metropolitan systems and that give life to new urban macro-structures: the Joint City.

Adriana Galderisi and Andrea Ceudech present two articles. The first one analyzes the multiple roles played by roads and squares within the cities: "axes" supporting different mobility flows, including the pedestrian ones, and in the meanwhile urban places in which different activities take place. The article provides some guidelines and methodological elements, both for planning pedestrian networks and designing their elements taking into account the correspondence between foreseen uses and spatial features of each element, testing it in an application on historical and suburban areas of the city of Naples. The second article of Adriana Galderisi and Andrea Ceudech propose and in-depth investigation of the concept of mobility network vulnerability, in order to highlight the aspects mostly investigated and more recent research perspectives, with a focus on a case study in the Campania Region.

Giovanni Circella work discusses the role of parking as part of the policy packages for strategic planning aimed at increasing the sustainability of urban and

metropolitan areas with an application at the city of Bari, starting from the hypothesis that the integration of parking strategies in a comprehensive vision for the future of a city may significantly improve the allocation of resources and the reduction of the overall environmental externalities. Roberto Busi article discusses issue of the safety of mobility in the urban environment with supporting elements and examples, also referring to the implications on the urban landscape.

Orianna Giovinazzi and Marta Moretti article is focused on waterfront revitalisation, through a selection of case-studies at international level, according to the main 'ingredients' for a sustainable cohabitation between ports and cities and for a lasting success in waterfront regeneration processes.

The application section proposes two articles. The Carmela Gargiulo and Fiorella de Ciutiis article aims at reading and interpreting the positive externalities, especially in terms of urban redevelopment, connected to the building of node/station of the High Speed railway network. Rosa Anna La Rocca article examines some European cases referred to promotion of soft mobility as a new lifestyle aimed to improve benefits on environment and urban livability.

The Focuses section is articulated into three articles. The Carmela Gargiulo article aims at setting up a supporting tool for the public decision-maker for the location of parking areas within urban areas. The construction of this tool is guided by criteria referring more to urban and regional planning choices than to transport ones and concerning mostly the integration among environmental safeguard, activities distribution and need for mobility.

Massimo Pannacciulli and Giuseppe Trieste article focuses on the Mobility and Safety theme. Finally, in Mariano Gallo article simplified methods for estimating the external costs due to transportation in regional areas are proposed. The methods are based on data available by national and regional statistical sources and do not need specific surveys; they allow obtaining approximate estimates useful for a preliminary evaluation of transportation plans, policies and projects.