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This Special Issue contains a collection of sixteen extended papers from the XXV Living and Walking in Cities International Conference. It is a bi-annual occurrence aiming to gather researchers, experts, administrators, and practitioners and offer a platform for discussion about mobility and quality life in urban areas-related topics, specifically on vulnerable road users. The aim is to exchange ideas, theories, methodologies, experiences, and techniques about policy issues, best practices, and research findings.

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New scenarios for safe mobility in urban areas

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TeMA Journal of Land Use, Mobility and Environment

EDITORIAL PREFACE

Special Issue 1.2022

New Scenarios for Safe Mobility in Urban Areas

Carmela Gargiulo *, Giulio Maternini **, Michela Tiboni **, Maurizio Tira **

- * Department of Civil, Building and Environmental Engineering (Dicea), University of Naples Federico II e-mail: carmela.gargiulo@unina.it
- ** Department of Civil, Environmental, Architectural Engineering and Mathematics (DICATAM), University of Brescia

e-mail: giulio.maternini@unibs.it; michela.tiboni@unibs.it; maurizio.tira@unibs.it

The Special Issue "New Scenarios for Safe Mobility in Urban Areas" of the TeMA journal contains a collection of sixteen extended papers from the XXV Living and Walking in Cities International Conference, held in Brescia on the 9th and 10th September 2021. The bi-annual conference aims to gather researchers, experts, administrators, and practitioners and it offers a platform for discussion about mobility and quality of life in urban areas, with a specific focus on vulnerable road users' safety. The aim is to exchange ideas, theories, empirical insight, methodologies, experiences, and techniques about policy issues, best practices, and research findings.

The XXV edition of LWC focused on the challenge of defining new scenarios for safe mobility in urban areas, according to the pillars of the EU strategy to promote safer, resilient, and innovative cities.

The authors of the sixteen extended articles revised the conference papers and added 30% new materials following the usual practice, so that, extended articles went through a new peer-review process.

The sixteen articles addressed the conference topic from two perspectives: urban planning and the integration between transport and urban planning.

The first group of seven contributions deepens the first perspective by defining policies towards the urban redevelopment, to improve active mobility through the time-space design of the public city. Specifically, Balletto (Some reflections between city form and mobility. Dilemma between past and present) proposed a reflection on the city form-mobility dilemma between past and present, according to multiple and contextual transitions (e.g., energetic, digital and ecological). Fior, Vitillo & Galuzzi (Well-being, greenery, and active mobility. Urban design proposals for a network of proximity hubs along the new M4 metro line in Milan) summarized the positive effects resulting from the Masterplan along the new M4 metro line route in Milan. The authors show how re-greening and implement active mobility routes extension policies to achieve and boost healthy, active, and sustainable cities. Gargiulo & Sgambati (Active mobility in historical districts: towards an accessible and competitive city) deepened the role of active mobility in the redevelopment of historical districts, characterized by economic and social marginality. They classified strategies and best practices of active mobility from current literature and proposed an application to the case study of Pizzofalcone in Naples. Pellicelli, Rossetti, Caselli & Zazzi (Urban regeneration to enhance sustainable mobility. The 2018 Call for proposals of the Emilia-Romagna Region) analyzed proposals from the Urban regeneration Call of the Emilia-Romagna Region to highlight similarities and differences among different proposals of city models. As a result, the authors identified common guiding principles for enhancing sustainable urban mobility.

The sub-topic of time-space design, strictly related to the 15-minutes city theme, was developed from three contributions. Abdelfattah, Deponte & Fossa (*The 15-minute city as a Hybrid Model for Milan*) explored the interpretation of the 15-minute city as an hybrid model in the case study of Milan. The model considers the living-working urban experience as a whole, where soft mobility is integrated into a holistic urban approach. Ravagnan, Cerasoli & Amato (*Post-Covid cities and mobility. A proposal for an antifragile strategy in Rome*) proposed an "anti-fragile" strategy for the post-Covid city. The operational hypothesis derived from some case studies and the experimentation on Rome's case defines guidelines for urban regeneration to face the Covid 19 crisis. Carra, Rossetti, Tiboni & Vetturi (*Urban Regeneration Effects on Walkability Scenarios. An application of space-time assessment for the people-and-climate oriented perspective*) presented a space-time and GIS-based methodology to assess the walkability scenarios in public open spaces. Results derived from the case study application of the Tintoretto tower in Brescia showed how urban design produces different space-time effects on pedestrian accessibility and proximity connection within 15 minutes.

Eight extended articles deepened the second integrated perspective between transportation and urban planning, providing new and synergic solutions to design safer, innovative, and resilient cities. It concerned the urban space re-design, intelligent transport systems and safer driving behaviors. Finally, it concerned new decision support tools to promote safe mobility, with a glimpse to the current Covid-19 outbreak. Specifically, Spadaro, Pirlone & Candia (Sustainability Charter and Sustainable Mobility) developed a methodological approach to better define, implement and assess the sustainable actions identified in the urban tool of 'Sustainability Charter'. Especially, the authors experimented with the approach on mobilityrelated sustainability services in the case of Sestri Levante. Boglietti & Tiboni (Public spaces critical issues analysis for soft mobility. A methodology for the cognitive framework definition) proposed a methodology to define a cognitive framework of public spaces. The contextual and perceptual analysis was applied to the case study of the San Bartolomeo and Casazza districts in Brescia. The results showed a strong relationship between the geometric characteristics of urban spaces and their perception by users that, therefore, affect the promotion of active mobility. De Lotto, Greco, Moretti, Pietra & Venco (Soft Mobility Planning for University Cities: the Case of Pavia) described a collaborative planning process in Pavia between university, municipality and stakeholders. The project developed an overall strategy throughout the municipal territory and defined lines of action to create of a soft mobility network.

Two articles developed the sub-topic of intelligent transport systems and safer driving behaviors. Belkouri, Laing & Gray (*Shifting perspectives on Autonomous Vehicles. Using laser scanning technology to engage the public via the analysis of journeys seen 'through the eyes' of autonomous vehicles*) explored the use of innovative visualization approaches (i.e., laser scanning technology) to engage the public via the analysis of journeys, as seen 'through the eyes' of autonomous vehicles. The study emphasized the nuances of *experience* between the machines, urban space and human bodies. Abejide, Mostafa & Shittu (*Enhancing driver visibility at night: an advanced glass-powder paint technology approach*) provided alternative measures to improve driver visibility at night using innovative glass-powder paint technology (GPPT) in the road marking.

Some of the contributions developed the conference topic in the context of inner areas. Marinelli, Domenella, Galasso & Rotondo (*Planning seismic Inner Areas in Central Italy Applications for the infrastructural project, lifeline and resilient public space in the shrinking territory*) explored experimental methodologies to bring substantial modifications in the infrastructures of the minor seismic urban areas as an opportunity to renew and reorganize the territory. Clemente (*The Cycle network: a latent environmental infrastructure. Managing urban flooding in the region of Abruzzo*) investigated the potential interdependence between the cycling network and the management of rainwater in the case of the Abruzzo Region. The author overcame separateness and presented some lines of action useful for orienting the urban plan actions in creating a cycle network as an environmental infrastructure. Ronzoni (*Hamlets, environment and landscape. A project to give value Apennines*) presented a multi-scalar project of connection between small villages in the

municipality of Castelnovo ne' Monti. The project is based on an integrated system that considers distancing constraints.

Finally, the conclusive contribution of Pezzagno & Richiedei (*New scenarios for safe mobility in urban areas: emerging topics from an international debate*) presented a bibliometric mapping of the recurrent concepts emerging from the conference debate for safe mobility in urban areas.