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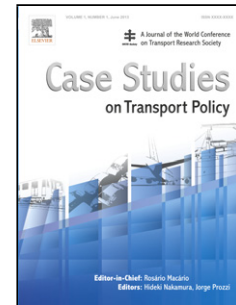
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CASE STUDIES ON TRANSPORT POLICY

Guest Editorial: Antonio Musso and Bruno dalla Chiara

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Special Issue: papers selected from the ITS scientific seminar of Italian Transportation Academicians (SIDT)

Flexible use of modern metropolitan transport networks

In Italy, there is an official categorisation of academic groups, based on their main disciplines: one of these groups, within the Engineering area, is entitled “Transport Systems”, and it includes transport planning, together with all the related policies and analyses.

Every two years, the academics belonging to this group meet together, in order to share their scientific and technical results, during a *scientific seminar*; the most recent one took place at the Politecnico di Torino (Turin) in September 2015; this special Issue has been developed by selecting five of the forty-three papers presented at the Turin scientific seminar which were considered to be relevant as far as Case Studies on Transport Policy are concerned.

The main issues dealt with in this Seminar can be summarised as pertaining to innovative **transport system services and solutions**; special attention was paid to topics related to a gradual independence from the main energy source that transport systems are based upon, and to the use of lower energy per unit mass in motorised mobility in order to reduce the energy consumption per person and - consequently - greenhouse gas emissions, but at the same time preserving safety, which not all of the most energy-efficient transport systems can guarantee.

The findings of this selection of papers have pointed out some recurring constraints in the governance of densely populated, compact and consolidated urban areas pertaining to both pricing policies and restricted access to passenger cars during given time-windows, sometimes because of pollution reasons; these issues are steering transport policies and user’s choices towards a **more flexible use of transport networks**: since the arrival of the new century, some medium and large-size metropolitan areas have registered an increase in the use of **bicycles** and **motorbikes**, as well as in bike and car **sharing** services; in some cases, this is also evidenced by the major modal share in favour of **modern transit**, especially when its quality meets the users’ higher expectations, since they are accustomed to up-to-date automobiles.

In modern metropolitan networks, the **choice of travellers therefore becomes more flexible**, with more opportunities for unplanned travelling decisions; however, at the same time, local administrators should be prompt in redesigning interchange and parking facilities, electric charging areas, and in realigning pricing policies to the new trends of local mobility and logistics.

The selected papers all contribute to obtaining a more comprehensive understanding of some of the current trends regarding the choice of hybrid models for personal journeys and also of the network use or design to meet the most advanced energy or environmental requirements. Powered and

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