

Acronym – RECAP

Title - Reducing car dependency through tailored policies to improve accessibility by proximity in highly car dependent territories

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Department – Department of Architecture and Arts

ERC sector – SH7

Principal Investigator – Paola Pucci

Organization of PI – Polytechnic University of Milan

Iuav role – partner

Other partners – Polytechnic University of Turin

Duration – 24 months

Start – 18/10/2023

Closure – 17/10/2025

Project budget – € 298 291.00

Iuav budget – € 83 014.17

Funding to Iuav – € 56 098.17

Source of funding – MUR (Ministry of University and Research) - Call PRIN 2022

Description – The project aims to identify the conditions to promote a 'post-car' transition in highly car-dependent territories, by studying how this transition can be differently configured and applied, according to the spatial and socio-economic conditions, mobility habits, and transport supply in different Italian spatial contexts. The heterogeneity of the Italian settlement conditions, along with diversified mobility practices and infrastructure supply, makes it interesting to question how a transition through a post-car city model can be adapted to different settlement systems characterized by specific geographical, socio-economic, and mobility-related conditions where car dependency emerges as an often-intrinsic aspect of daily mobility practices inducing exclusion from access to the essential daily services for carless inhabitants. In these highly car-dependent contexts out of major urban compact centers, questioning the way the post car mobility model can be tested may support innovative experimentations aimed at rethinking car use in daily mobility practices, with significant environmental and social impacts.

Objectives – The project aims to achieve the following three key objectives:

1. Identify and characterize the peculiar degree of car-dependency in highly car dependent contexts, out of major compact urban centres, with special reference to the post-pandemic conditions and policies;
2. Identify alternative transport and mobility options, also complementary to personal car use, to improve accessibility to the main territorial services and facilities towards a context-sensitive post-car scenario implementation;
3. Identify strategies for up-scaling the transport and mobility options, framing the opportunities of European and national funding schemes.

Objectives 1-2 will contribute to the creation of a proactive vision of a post-car model by developing a place-based analysis of the car-dependencies and identifying conditions for implementing effective strategies to reduce car-based mobility and increase the use of alternative mobility options in low density and peri-urban areas. Objective 3 will contribute to building a strategy of change towards a post-car model by assessing the effectiveness of the alternative transport solutions and by identifying policy governance to support the transitions towards a post-car model in its place-based declinations.



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