

## SUMMARIES

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### **Mobility and contemporary urban societies**, by *Matteo Colleoni*

For many centuries we lived in cities with a compact, densely constructed morphology around historic urban centres, particularly in European countries with a high level of development, in which residences, work places and services were close and the identity of populations was based on belonging to the local communities of family relations or neighbourhood. The situation changed with the birth of the so-called diffused (or limitless) city, in which the peri-urban became the privileged location area for settlements and radically changed the space-time morphology of mobility and accessibility to urban assets and services. The spreading of settlements has brought with it the increased demand for mobility and caused the crisis in the traditional system of public transport supply which, organised on the premise of the compact city, has a mainly radial structure, lacking in extra-urban transport networks and centres for modal interchange. The paper analyses the issue of urban sprawl and its impact on daily mobility, paying particular attention to the outcomes of the latest empirical studies carried out in Italian urban and metropolitan areas.

**Keywords:** urban settlements, urban sprawl, metropolitan areas, services, zoning, land consumption, car.

### **Sustainable mobility policies**, by *Fiammetta Mignella Calvosa*

Contemporary city is more and more characterized by mobility and the intersection of flows of people, goods and information; such flows re-define social relations and social ties. At the same time, inequality of mobility is both cause and effect of uneven availability of material resources, uneven opportunities in time management and uneven access to urban functions. The increase in mobility, and in particular the increase of private transport, implies the need for a social and environmental control of this trend. So, the elaboration of new forms of self-organization and self-regulation becomes fundamental in order to deal with environmental impact and the increasing flows of people and goods. The author considers sustainable mobility through the cases of some European cities (London, Paris, Barcelona and Munster); then, she focuses on Rome.

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**Keywords:** urban mobility, transport system, inequality of mobility, urban accessibility, sustainability, urban governance.

**Mobility, metropolitan populations and “cultural corridors”,** by *Marianna d’Ovidio and Giampaolo Nuvolati*

The paper concerns theoretical and methodological issues about the mobility of emerging social groups. Mobility is the result and the cause of specific life styles and regards a growing number of people. It is also a relevant aspect of the everyday life and therefore generates the necessity to improve sociological analysis in order to underline different mobility patterns according to specific socio-economic variables. In particular, the wide diffusion of the mobility implies the necessity to study specific segments of population, like the creative class, that are extremely itinerant. In the paper some data regarding the distribution/concentration of the creative class and its possible mobility paths in Italy will be presented.

**Keywords:** Mobility, creative class, urban populations.

**Mobility Flows and the Definition of the Metropolitan Areas,** by *Mario Boffi and Pietro Palvarini*

The aim of this article is to propose a new method for the identification of the metropolitan areas in Italy. This method, based on the spatial density of several metropolitan functions, treats the human mobility as an essential indicator of the metropolitan character of a territory. After a review of the main international and Italian approaches to the definition of the metropolitan areas, and a presentation of the proposed method, the article deals with a brief descriptive analysis of the eight metropolitan areas identified in Italy.

**Keywords:** metropolitan areas, metropolitan functions, mobility, spatial analysis, density analysis, Italian cities.

**Mobility, accessibility and social equity,** by *Barbara Borlini, Clara Melzi and Francesco Memo*

This paper deals with the new forms of social exclusion and inequalities emerging in contemporary cities in getting access to urban opportunities. According to the most recent approaches in sociological and geographical studies, by “accessibility” is meant the different possibility/ability to

negotiate space and time in the everyday life so as to accomplish practices and maintain relations that people take to be necessary for normal social participation. There is a complex chain of factors that could produced constrained access to urban opportunities: social inequalities (gender, age, income, cultural resources...), the nature of individual and household time-space organization (time sovereignty, capacity and opportunities of mobility...), the nature of the transport system and the nature of time-space organization of the facilities and opportunities individuals are seeking to access.

The paper is organized in two sections. The first one aims to explore the theoretical implications that derive from the idea of accessibility, focusing in particular to the relationships among mobility, accessibility and social equality. The second section of the paper presents the main results of a social survey realized in three Italian metropolitan area (Milan, Bologna and Turin), interviewing families with children who lives in central, peripheral and suburban neighbourhoods about their perception of access to the local services.

**Keywords:** mobility, accessibility, social and spatial exclusion, services and urban opportunities.

**Modal choice, attitudes and the sharing of space in daily mobility,** by  
*Giulio Mattioli*

The unsustainability of current trends in daily mobility and the need to manage travel demand constitute the background of this article, which focuses on the notions of attitudes and mode choice behavior. In this context, an approach to the study of their mutual relationship is put forward and exemplified by the discussion of an attitude dimension, “social mixing and secessionism in daily mobility”, focused on the propensity to share space with strangers during travel. The author then presents the results of an exploratory empirical study, carried out on a sample of college students in Milan in 2010 and aimed at testing the existence and the internal structure of the construct. While the complexity of the attitude dimension will probably require further studies, the results confirm the heuristic potential of the proposed theoretical framework.

**Keywords:** sustainable transport, attitudes, mode choice, car, public transport, public space.

**Multilocality: an emerging concept between mobility and migration,** by  
*Robert Nadler*

Social and spatial mobility studies have developed towards own specializations of sociological, geographic and economic research. On the other hand, studying migration processes has become a distinct field of scientific research. However, both research fields have developed in a context of modern industrial societies. It might be doubted that the two fields of research could still adequately represent the everyday situation of postmodern individuals and social groups, who have to socio-spatially organize their lives in the context of highly flexible demands. Recently the German *Bundesamt für Bauwesen und Raumordnung* (The Federal Office for Building and Regional Planning) published a special issue of its in-house journal *Informationen zur Raumentwicklung* (Information on Spatial Development) which dealt exclusively with the notion of multilocality. The term seems to become more and more important in socio-spatial research. For understanding post-modern everyday life, the development of a research agenda on multilocality seems to be an urgent task. In this paper, the author intends to summarize the state-of-the-art of the debate between German, Swiss and Austrian researchers about the conceptualization of multilocality. By sketching out its differences to the widely used concepts of mobility and migration, these authors try to develop a new epistemological model. In order to illustrate the theoretical considerations, some recent scientific papers will be presented. Finally, the importance of the further scientific development of the multilocality concept is emphasized.

**Keywords:** multilocality, social mobility, spatial mobility, migration, horizontal mobility, vertical mobility.

**The Concept of Community Today: A Cultural and Spatial Perspective,** by *Marco Castrignanò and Gabriele Manella*

This article stresses the heuristic power of the concept of community today, with particular attention to urban sociology. The authors distinguish between a cultural and a spatial meaning, focusing on the American debate through the concepts of community (cultural) and neighborhood (spatial). They look up these concepts in many Anglo-American encyclopedias; then, they consider the works of Barry Wellman and Robert Sampson. Wellman stresses the liberation of community from a place and the importance of mapping social ties and contacts. Sampson stresses the liberation of neighborhood from the logic of primary group relationships, so neighbor-

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hoods are seen as more ecological than affective units. So, the American debate seems to confirm that two notions of community are required: community is connected to individuals, networks and strong ties, neighborhood is connected to socio-spatial organization and “collective efficacy”.

**Keywords:** community, neighborhood, socio-spatial, socio-cultural, community liberated, collective efficacy.