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An alternative experience
Anna Moretti

The foci we intend to deal with here are two, the road project, theme core of the treatment, and the project orientation also appearing under the title *Manuals, handbooks and good practice*. The road project is a current topic inside the larger land project where roads are increasingly, and often dangerously, intended as strategies for development and a support to the 'diffusion' of growth (the risk is just the spread city), but also as an unescapable answer to a demand for mobility which has to be somehow regulated, a project characterised by 'multidisciplinarity'. Conversely, project orientation is a current topic in land administration, as public authorities increasingly and explicitly demand methods, techniques and tools capable of arranging into a system and exploiting their actions. But the preparation of such instruments requires a lot of simplifications/models.

Multidisciplinarity and simplifications

Approaches to the project. There are different ways of approaching the road project depending on whether it is considered a longitudinal channel or an element of relational, transverse and usage integration: our option is to consider the road as a component integrated into the land system.

Road types and scales. Roads differ not only by scales, but also by types of land relationships, thus project orientation shall be capable of classifying and selecting road 'types' not only in relation to dimensions, roles, functions, services and performance, but also matching such elements with the contexts they cross.

Different powers. A variety of different figures from transport engineers up to planners, territorialists, town planners and architects acts on the road project, but project orientation shall choose to apply to a professional and a competence able to systematise all the others involved too, having skills of co-ordination in the practice and/or in study processes.

End-users and actors/producers. The road project includes on the one side end-users with objectives which are often in conflict, on the other actors-producers with powers highly differentiated by scale and by objects, areas and networks, thus project orientation shall urge upon processes of discussion participation, mediation of conflicts and construction of agreements by and between such figures.

The planning of effects. The road impact causes economic and transport advantages and often urban, environmental and use disadvantages: project orientation shall direct the designer and the process manager towards considering the various aspects, each being the object of different impacts.

An applicative experience

The Province of Bergamo offered to the Polytechnics of Milan the opportunity to develop a research work concerning the ways of treating new and existing infrastructures and their urban and environmental surroundings; such a research work has then been transformed into an occasion for building a 'project orientation' for public authorities and has been reported in the volume *Guidance to local action; the road project in the territory*.

The elements composing the *Guidance* are intended for building a path of road design that: is highly integrated into the territory; starts from certain basic

assumptions (the objectives-principles) shared by users; is based on a working method to some extent typified, that is to say organised according to a methodological process which has to be considered, although not necessarily in a rigid order succession. The *objectives-principles* may be so summarised: building only the necessary roads; integrating roads not only into the territory for the construction of 'scenarios' related to the new infrastructures, but also with 'subjects' living in the territory and governing it; considering road multifunctionality and multiscalarity.

The *methodological processes* organised inside the *Guidance* mentioned above, may be described as follows:

1. *comparing subjects and objects.* We are dealing with considering good practices taken from national and international experiences, as to both repertoires of experienced solutions (of setting, of integration and rehabilitation), and reviews of legislative tools, regulation provisions and land and urban policies;
2. *identifying the context, knowledge and description.* We shall identify, from now on, some 'families of contexts' to which to assign, in a combined way, both the road requiring actions by type of road and the reference space, natural or settled, by type of context, and then go on with the traditional knowledge operations of analysis urban and land survey;
3. *emphasising the problems, diagnosis and interpretation of land and subjects.* Critical points may be considered as theoretical critical points, organised on the basis of transport, town planning, environmental and usage criteria;
4. *exploiting opportunities, project criteria.* The opportunities for the project may be represented both by theoretical project criteria,

intended as coordinates of objectives, methods and actions differentiated by types of 'roads/context', within which the project shall be included and by the scenarios of institutional plans, projects and programmes already operating on the territory;

5. *developing the project.* The project may be developed as an action variously linked to the physical and problematic context detected on the basis of principles, objectives and project criteria shared and also proposed in terms of alternatives intended as differentiated answers to the interests of various subjects;

6. *accompanying actions, directions for actors.* In order to contribute to the project success by putting each intervention on infrastructure in a process of rehabilitation, development, urban and land management territorialists, policies accompanying the project may be activated, to improve the efficacy and effectiveness of check lists to confirm the compliance and correctness of the actions.

Appendix, the project book. A list, a 'book' of applicable solutions or good practices taken from the experience and the current literature on the subject in terms of elements composing the project and of photographic repertoires of the contexts where such solutions have already been applied, has been prepared as further support to the technical aspects of the project.