

CIVITAS Peer – Review exercise in Reggio Emilia

11 November 2014

**“Traffic calming measures
and 30 km Zone”**

Proceeding Report

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TOPIC: traffic calming measures and 30 km Zone

HOST: Reggio Emilia, Italy

PEER-REVIEWER:

- Asier Sarasua and Roberto Argote, Vitoria-Gasteiz, Spain
- Karsten Alsbjerg Hørup, Odense, Denmark

CIVITAS Thematic Group Safety and Security

Peer-review methodology

The methodology adopted for the CIVITAS peer-review exercise follows the rationale that a group of experts from different cities working in similar issues can evaluate local policies, programmes and practices being implemented in a particular city and based on this can give recommendations on possible areas of improvement. The assessment is done in a structured and focused way, following a common standard ('benchmark for integrated learning'). **Those making the evaluation are called peers or 'equals' reviewer** because they come from backgrounds similar to colleagues whose work is reviewed. **A key strength of the process is that – as peers – they can readily understand the goals of the practitioners whom they visit**, the pressures on them, and the complexity of their environment. Peer-reviewers share their wealth of knowledge with the municipalities which they visit and review. **They take back to their municipalities knowledge from the places they visit**, strengthening their understanding. This methodology thus offers them an opportunity to exchange skills and experiences, and to reflect on their own work.

The peer-review exercise proposed by CIVITAS WIKI aims at focusing on key challenges in the implementation of urban mobility policies, in specific thematic areas and/or on specific initiatives/projects being implemented by host cities. The process comprises 3 steps:

Before the peer-review exercise: Peer-reviewers need to get in advance documentation of the measures/projects implemented and/or the plan of the city to understand the context and to do an initial revision based on the brief report. Tasks for the host city include gathering evidence, contacting people involved in the project/measures, making practical arrangements for the visit and writing a brief self-assessment report (template enclosed).

The peer-review exercise: Tasks for peers include testing the documentation and evidence through asking questions and visiting the project in loco, evaluating this evidence and contributing with their own experiences during the 'peer exchange discussion'. A technical expert will support and guide the discussion/evaluation.

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After the peer-review visit: Tasks for the technical expert/WIKI team include producing a feedback report which present the main conclusion, including specific recommendations for the host city and practical examples on how other cities are tackling similar problems.



Peer-review exercise – Agenda

- 9.00:** Welcome and introduction of participants – CIVITAS WIKI

- 9.15-9.45:** Introduction of the Reggio Emilia policy and projects. Alessandro Meggiato

- 9.45-10.45:** Different projects of traffic calming in Reggio Emilia – Technical Departments of the Municipality of Reggio Emilia

- 10.45-11.00:** Question time.

- 11.00-13.00:** Peer-review technical visit.

- 13.00:** Lunch break

- 14.00:** Introduction done by Safety&Security Thematic Moderator, Chiara Frenca and by the technical expert, Danilo Odetto.

- 14.15-14.45:** Overview of the Reggio Emilia policy and projects

- 14.45-15.15:** Presentation of the peer-reviewers' experiences and recommendations, the City of Vitoria-Gasteiz.

- 15.15-15.45:** Presentation of the peer-reviewers' experiences and recommendations, the City of Odense.

- 15.45-16.45:** Discussion and question time.

- 16.45-17.15:** Peer-review exercise results and recommendations. Discussion and conclusion coordinate by the technical experts Chiara Frenca e Tito Stefanelli from the Support Action - CIVITAS WIKI.

- 17.15:** Closing

Peer-review theme: Traffic calming measures and 30 km Zone

Reggio Emilia Urban Mobility Plan (PUM, approved in 2008) is a document designed as the strategic plan for the development of urban mobility policies tackling mobility and urban development planning in an integrated way. It consists in a set of instruments and integrated policies intended to overcome unbalanced developments in mobility and territorial expansion, with short, medium and long term strategic interventions and high investments on environment, mobility and safety. Among the other actions carried out in order to fulfill the PUM objectives, traffic calming and 30 Km/h speed zones are one of the main objectives in order to enhance quality and safety in urban areas, reducing accidents and increasing cycling and pedestrian modal split.

The City of Reggio Emilia

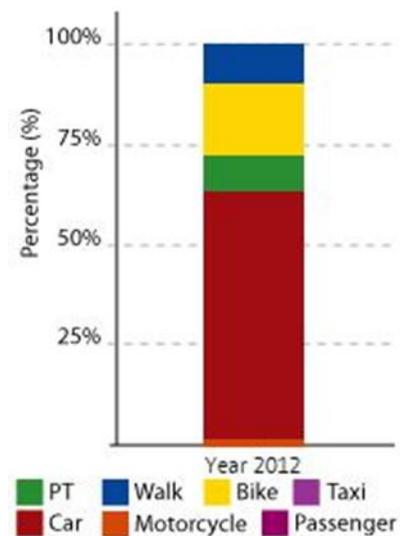
Reggio Emilia is a medium sized city in the northern part of Italy. Chief town of the Province and fourth city in Emilia Romagna Region for number of inhabitants (172,525 at the end of 2013), Reggio Emilia is located on the main axis of the country's infrastructure, along the highway and railway linking Milan to Bologna and then Rome.

Reggio Emilia is a friendly and people-oriented city always on top of the most prosperous and livable cities in Italy; in the Smart City Index 2013, Reggio Emilia ranked in first place among 45 middle-sized municipalities between 80,000 and 250,000 inhabitants, and fourth among all the Italian cities, with excellences in Smart Health, Sustainable Mobility, Smart Mobility, Energy Efficiency, Natural Resources and Broad Band. Reggio Emilia is a city with a dynamic and export oriented economy, and the significant presence of partnerships between private and public sector is one of the distinguishing features of the Reggio Emilia's development model, combining a balanced social development and a dynamic industry.

On these fundamentals, education, sustainable territorial development and mobility play as a development engine in supporting the growth of the city.

Main mobility features

In Reggio Emilia, urban mobility is acquiring a more and more central role: the Administration's primary principle is that improving mobility using means that are sustainable, safe and high-quality is essential in order to reduce congestion in the urban area.



The system of urban mobility saw high rates of per capita displacements (2.8 trips/day), rather small distances, and a strong use of the car. About 35% of all trips are made under 3 km, a figure that raise to 65% if we consider the trips under 5 km. The modal share of the car was quite relevant even for short journeys.

In order to overcome these figures and limit the criticalities (especially traffic congestion and air pollution, long standing problems in many Italian cities and throughout the Po area in particular) it was necessary to integrate mobility policies with environmental and land use planning policies, and to ensure fuller citizen participation, information transparency and social education to promote integrated sustainability. To do that, in 2008 the City Council approved the **Urban Mobility Plan (PUM)**, a document designed as the strategic plan for the development of urban mobility policies (5 years prior, but fully fulfilling to the Action Plan on Urban Mobility and the Guidelines of the European Commission). It consists in a set of instruments and integrated policies intended to overcome unbalanced developments in mobility and territorial expansion, with short, medium and long term strategic interventions with high investments on environment, mobility and safety to strongly reduce personal car use, with a special focus on cycling.

Main mobility projects presented in the peer-review

During the CIVITAS Peer to Peer exercise, Reggio Emilia will present some projects of speed moderation (realized or in a planning stage) so that technicians coming from the city of Vitoria-Gasteiz can discuss and give recommendations on possible areas of improvement. The projects are:

- Rosta Nuova: pilot project of 30 km neighborhood;
- Via Emilia Ospizio: traffic calming on a main road;
- Via Compagnoni: realization of a woonerf;
- Via Cecati: traffic calming on a main road.

“Rosta Nuova”: a wide 30 km speed neighborhood

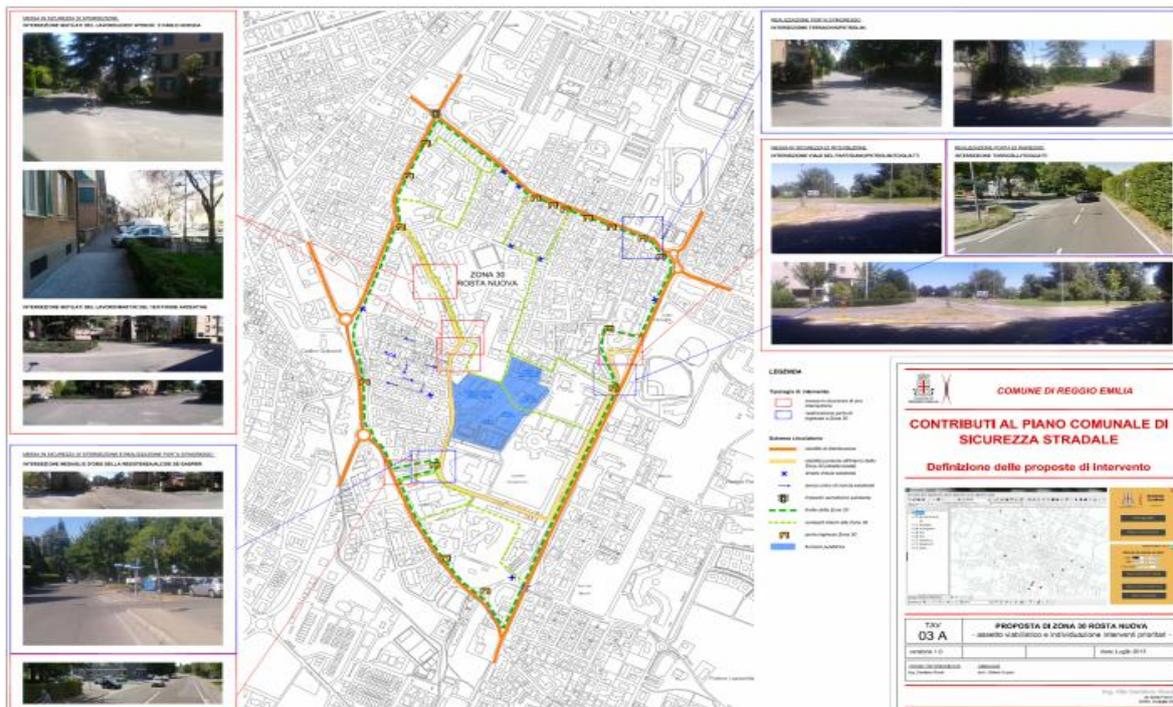
Aim: to create a 30 km zone pilot for other areas of Reggio Emilia

Strategies:

- Specific interventions on key points to clearly define the 30 km zone;
- To create a safe environment reducing high speed;
- To increase awareness among citizens towards the benefits of traffic calming in social and environmental terms.

Main actions:

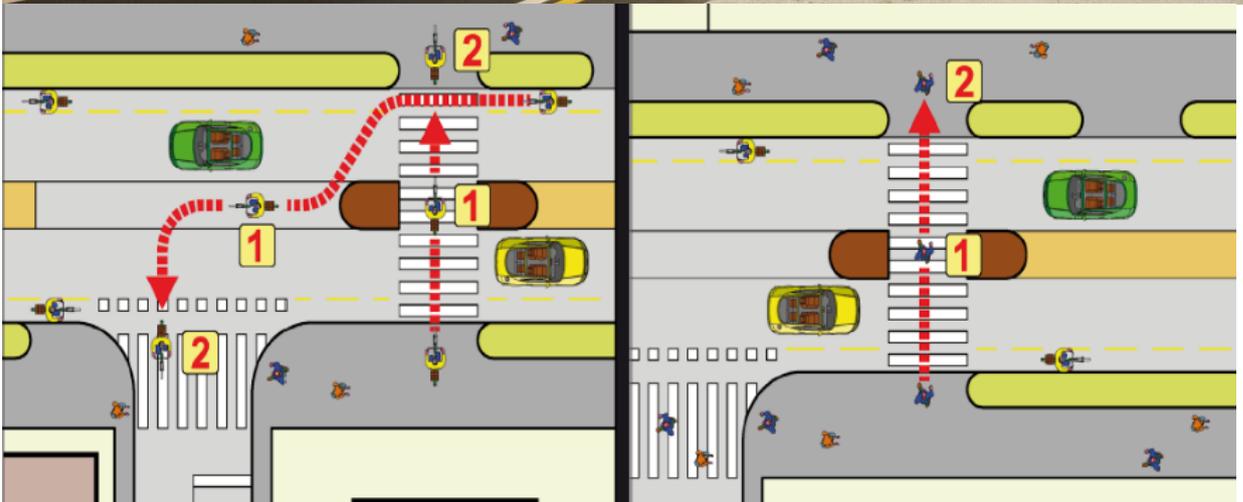
- Realize a project redefining the public space;
- Communicational campaign (brochure and printed materials, seminars, events in the neighborhood).



Traffic calming project in Via Emilia Ospizio

This is an example of redevelopment and securing of a main road and an example of construction of a main cycle route. Over the past six years along this road there more than **319 car accidents** happened, with a total of **420 injured** and **3 deaths**; therefore a multifunctional central lane was realized on the road lane in order to ensure greater safety for pedestrians, cyclists and motorists who have to cross or turn. Main actions:

- Traffic calming with central multifunctional band;
- Protection of crossings;
- Bike lane for faster cyclists;
- Pavement as cycle-pedestrian lane for slower cyclists.



Main actions:

- Construction of a multifunctional central lane;
- “Safety islands” to protect pedestrians and cyclists road crossings;
- Drains for cyclists and lowered curbs to facilitate travels along the cycle lane.

WOONERF project in via Compagnoni

What is a woonerf? A woonerf is a living street, first implemented in the Netherlands and in Flanders in the 1970s, where spaces are shared among the different users (car drivers, cyclists and pedestrians) and vehicles have a speed limit of 8 km/h. Techniques include shared space, traffic calming, and low speed limits. In a woonerf, the street is shared among pedestrians, bicyclists, and motor vehicles; however, pedestrians have priority over cars. The street is designed without a clear division between pedestrian and auto space (i.e., no continuous curb), so motorists are forced to slow down and travel with caution. Limiting vehicular speed not only improves residents' feelings of safety, but also promotes greater use of the public space.

The Municipality of Reggio Emilia will realize a woonerf in via Compagnoni, a residential area in the surroundings of the city.



Main actions: Each woonerf implementation requires a distinct approach to street design, so the following woonerf core concepts will be realized:

- A clear and distinct entrance;
- Physical and visual features that will encourage people to drive slowly and with greater caution (parking arrangements will also be used as a mechanism to calm traffic);
- Outdoor furnishings and landscaping;
- Pedestrian lanes along the roadlane;
- Architectural barrier-free design;
- New spaces for play and social activities;
- Use of different colors or textures in pavement material as tool to guide the users of the street.

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All the presentations about the above presented projects are available in the event page:
<http://www.civitas.eu/content/%E2%80%9C30-km-zone%E2%80%9D-reggio-emilia-peer-review-exercise>

Peer-review recommendations

During the second part of the peer-review exercise the invited reviewers representing the City of Vitoria-Gasteiz and the City of Odense presented a number of very important and useful recommendation based on their own experience as listed below.

In addition to the main recommendation, the invited cities also shortly presented the main projects and mobility measures implemented in the cities.

Both presentations are available for download in the event page:

<http://www.civitas.eu/content/%E2%80%9C30-km-zone%E2%80%9D-reggio-emilia-peer-review-exercise>

Main recommendations proposed by the peer-reviewers:

- **Reorient cycling mobility** towards non-conflicting itineraries with pedestrian
- **Giving back** the public space to citizen
- The increased number of cycling line and pedestrian areas may **lead to an overall traffic calming attitude in the streets.**
- Conflicts between cyclists and pedestrian need to be addressed with ad hoc strategies.
- **Inform citizens, collect feedback and measure results are very important action** (also called “Traffic calming assessment”)
- **Develop a common political agenda agreed** and shared by all the political parties for a safer and greener city.
- **Define realist objective**
- **Getting the local support is essential**
- The use of IT tool (for example webpage and social media) is very usefull and important to get basic information out to the residents. **Furthermore the residents will feel more involved in the planning proces**
- **Marketing campaigns and open event** are key actions
- Usually, **local residents are very positive about traffic calming projects**



Be part of the CIVITAS community - Join a Thematic Group!

CIVITAS Thematic Groups are created especially to capitalise on all the knowledge that is present amongst urban mobility practitioners, professionals and policy makers but we need you to be an active member and share your expertise and visions!

What is it?

A Thematic Group is an open group of practitioners working in a specific area of sustainable urban mobility.

There are currently 10 active Thematic Groups reflecting the CIVITAS thematic categories and covering different topics. Each group is supported by a thematic moderator and has a dedicated section on civitas.eu

THEMATIC GROUPS

- **Clean Fuels and Vehicles**
- **Collective Passenger Transport**
- **Demand Management Strategies**
- **Mobility Management**
- **Safety and Security**
- **Car-Independent Lifestyles**
- **Urban Freight Logistics**
- **Transport Telematics**
- **Integrated Planning**
- **Public Involvement**

What's in it for you?

Joining a CIVITAS Thematic Group you will be connected to other peers in your field of activity and will be involved in a set of collaborative works like

- **Webinars**
- **training workshops**
- **study tours**
- **annual meetings**
- **peer review exercises**
- **policy notes.**

Active members can benefit from these activities by suggesting a topic of their interest, ask for a peer review of their urban mobility solution, being supported for organising something in their city or take part in physical events in other leading CIVITAS cities.

More info? How to Join?

Go to www.civitas.eu > [Working groups](#) > [Thematic groups](#)

Contact: training@civitas.eu