

ROM_08 Designing the urban space to promote active travel modes, PT and environmental 30 Km/h zones

Description of the measure and main outcomes expected

The promotion and development of pedestrian mobility is connected not only to increasing the liveability of the urban areas, urban regeneration and increasing accessibility levels, but also to guaranteeing optimal road safety standards, especially for weaker users and PT passengers.

The SUMP and the actions for the development of 'soft' mobility aim to reduce the rate of motorisation, which is among the highest in Europe: by reducing car traffic, in particular the space occupied by parked cars, it will be possible to carry out a new organisation of the available road space, which favours not only the PT, but the development of alternative mobility systems, offering new spaces for gathering and socialising, and raising the levels of liveability and road safety, as well as safety and security in general.

The measure aims to achieve several objectives, already included in the SUMP, concerning increased road safety and the accessibility and safety to PT stops.

The Administration drew up a **Zone 30 Plan**, which was presented to municipal offices and the political and technical representatives of the districts; the Plan identifies the zones within which the representatives of the districts indicate the roads for which the 30 km/h speed limit will be introduced. These will be the subject of interventions, including experimental ones, to limit speed and make crossings and intersections safe; within these areas, raised pedestrian crossings, raised intersections at pavement level, chicanes will be created.

Preparation of the measure

Select new 30km/h zones

The 30 km/h zones (Fig 6, Fig 7) have been identified according to the needs presented by each boroughs to RSM technicians and Mobility Department: from operative point of view the technicians identify the "Environmental Islands" (see the next map), that include street reorganization, traffic calming measures and speed limits and the design of new spaces for pedestrian citizens along the main pedestrian routes and street reorganisation, improving the accessibility to bus stops.

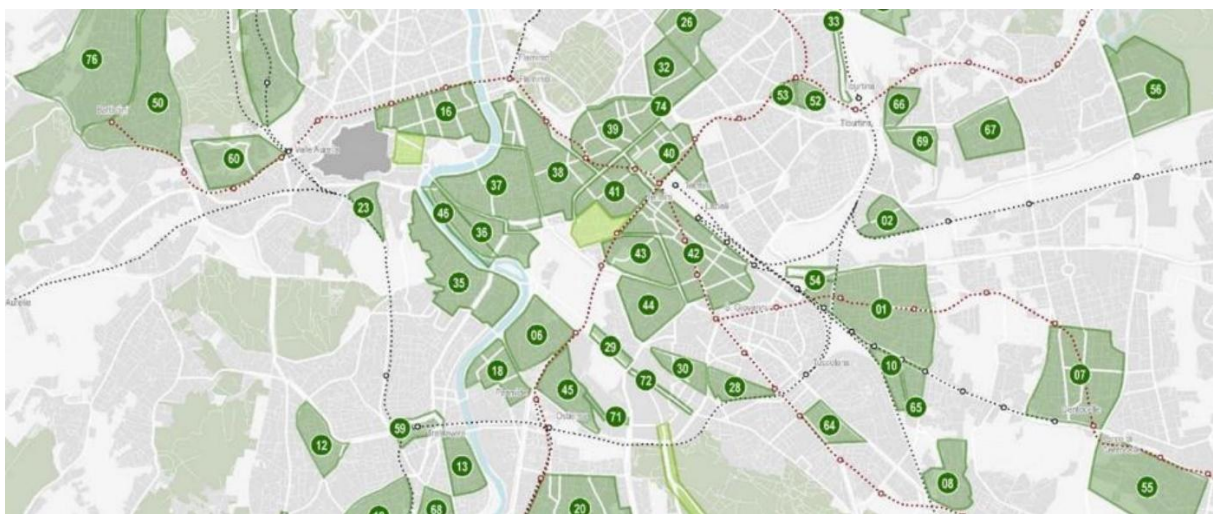


Fig 6. ROM_08: New 30km/h zones for Rome (I).

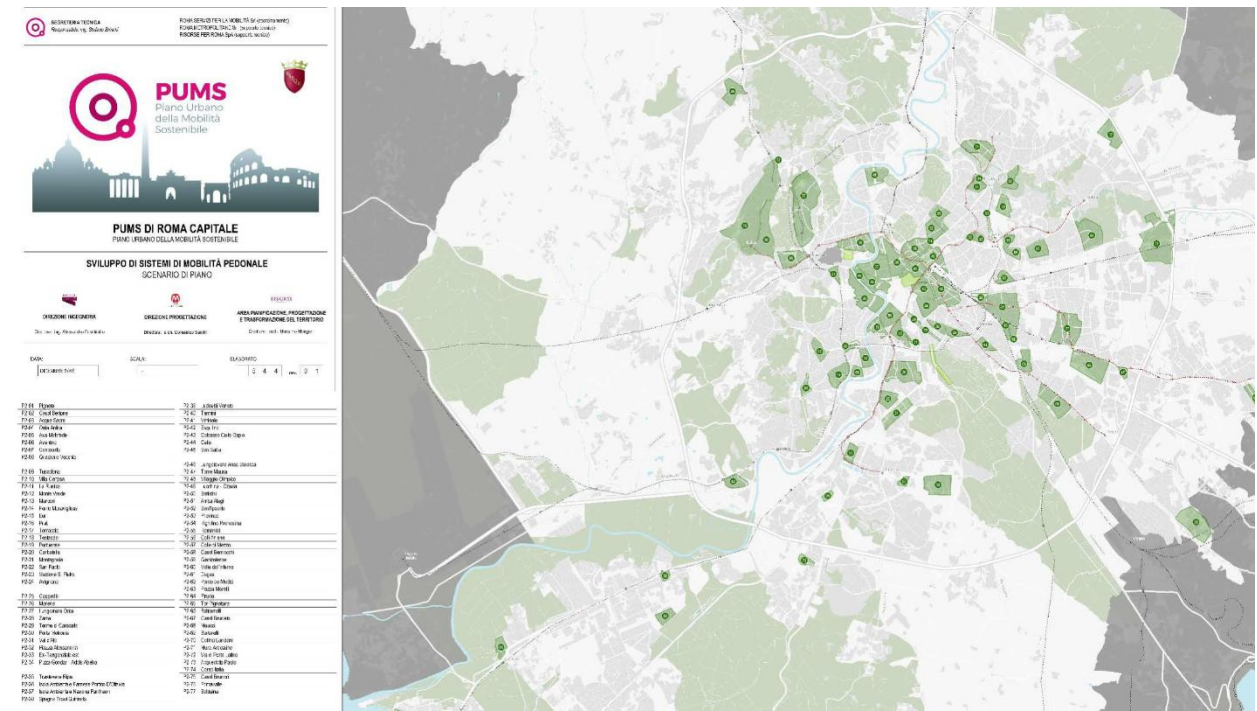


Fig 7. ROM_08: New 30km/h zones for Rome (II).

Within the scope of UPPER project, the focus will be in monitoring the set-up of some of these 30km/h zones, and the ex-post evaluation of these interventions.

The actuation zones are located in:

- North-east quadrant (Casal Monastero)
- Southern city district (Fonte Meravigliosa “environmental island”)
- City centre (6 environmental island)

Define new traffic schemes for new 30km/h zones.

For each of the new 30 km/h zone, new traffic scheme need to be defined so as to avoid the traffic crossing of the area, favouring the reduction of the speed and the local journey, as showed in the next scheme.

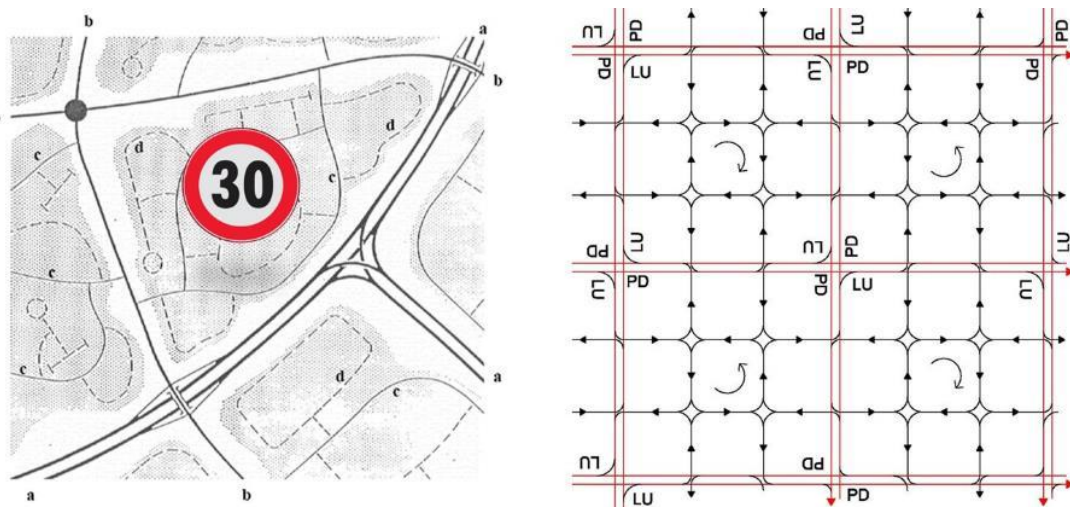


Fig 8. New traffic schemes for new 30km/h zones.

The definition of the policy and the new traffic schemes required the involvement of residents and relevant stakeholders. To do so, a participatory planning process was held to share the planning

Setting-up the 30km/h zones and environmental islands

Below is the **"Casal Monastero"** urban space project (Fig 9, Fig 10) for lower speed, opened at the end of January 2024, in the north-east quadrant of the city. A 'Zone 30' has been implemented to significantly reduce vehicle speeds, prioritizing pedestrian safety, especially for those accessing or leaving the school on the avenue. This initiative also led to the establishment of a spacious pedestrian zone and a new large square in the central area, designed with a focus on safety for vulnerable users such as the elderly and children.

Fig 9. "Casal Monastero" urban space project (I).



Fig 10. "Casal Monastero" urban space project (II).

The second 30 km/h Zone is placed in the southern side of the city, in the area named **Fonte Meravigliosa** (Fig 11): the intervention includes safe and continuous pedestrian paths and spaces to move within the environmental island, as well as the creation of a local cycle network that allows short journeys to be made. Opposite one-way streets are planned, infrastructures are created to facilitate gentle mobility, such as pedestrian and cycle paths, and to improve road safety. Finally, a cycle path connection will be created towards the Laurentina metro interchange hub, connected with the new cycle path. The next pictures show the construction site, soon to be opened.



Fig 11. " Fonte Meravigliosa" urban space project.

Prepare the communication campaigns towards the stakeholders involved.

Regarding the promotion of cycling, the Mobility Department, supported by RSM technicians, are setting up the "Biciplan" to improve the network and reconnect the actual bike lines, favouring the accessibility toward main mobility hubs of public transport, as recommended by the SUMP.

Challenges & Mitigations

For the intervention of Fonte Meravigliosa, the delay is due to a change in regulations that prevented the widening of the pavement: the technicians are waiting for an opinion from the Environment Department.

Next steps towards implementation

As recommended by the SUMP, the Administration will carry out the Detailed Traffic Plans, functional to the identification of other Environmental Islands and related 30 km/h Zones, in the central and peripheral areas: Plans for the Historic Centre have been approved by the Borough Hall and the Mobility Department, while waiting for the funds allocated in the budget. Currently, with the support of the Mobility Department, RSM is agreeing on six technical and economic feasibility projects (for the 6 environmental islands to be deployed in the city centre). By the end of the year, the official act (Council Resolution) will be ready to start the projects, including the measure to secure the bus stops (measure already implemented for Fonte Meravigliosa and Casal Monastero).

The map below (Fig 12) shows the six areas described: the main road network could be covered by electric minibuses.

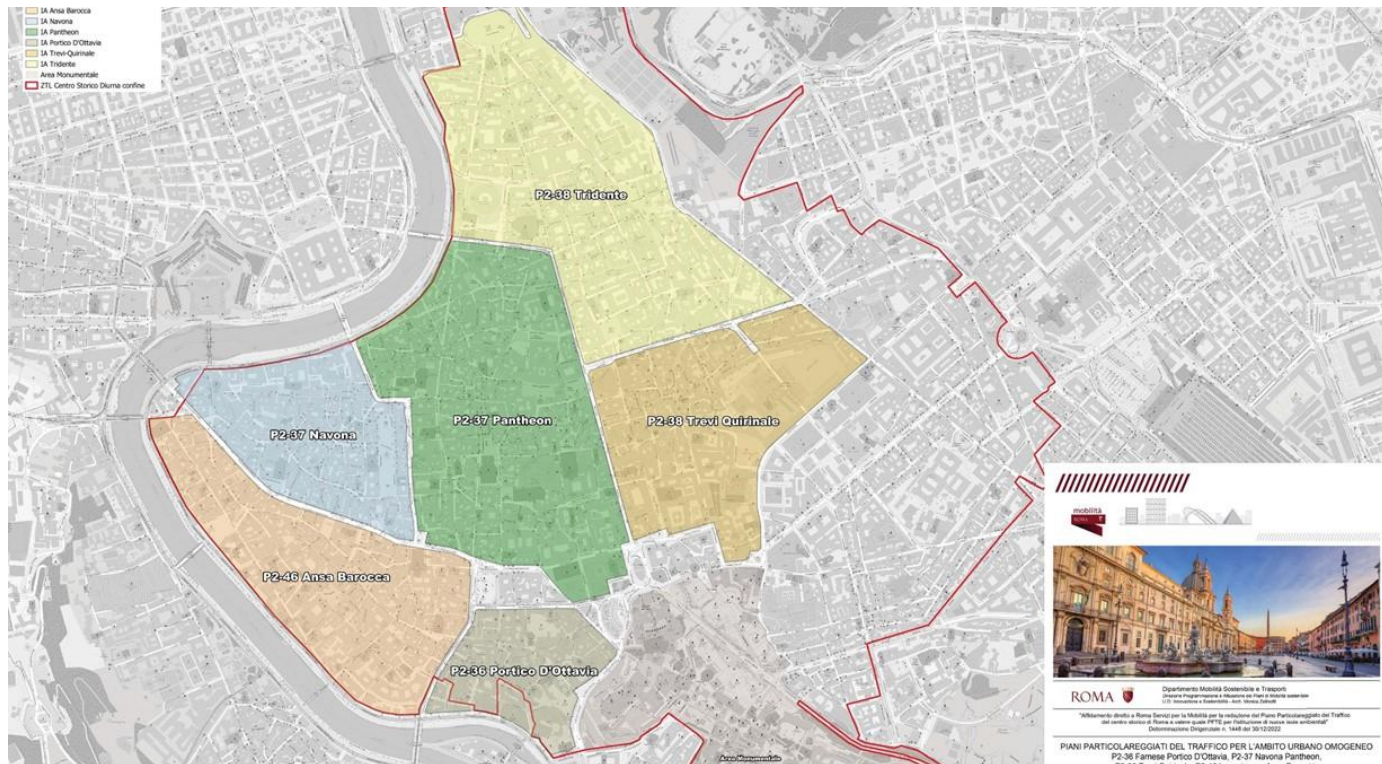


Fig 12. Environmental islands in the city centre.