Parma
Città Climate Neutral 2030

Schoolhoods | URBACT

Co-funded by the European Union
Interreg

Comune di Parma

Schooloods Integrated Action Plan

City of Parma

Safe, green and happy ways to school

December 2025

WORKING GROUP

Municipality of Parma

GIANLUCA BORGHI	Deputy Mayor for Environmental Sustainability and Energy, Agriculture and Mobility
ANDREA MANCINI	Mobility and Transport Department Manager
MARCO RONCHEI	Responsible of Sustainable Mobility Office
CRISTINA PELLEGRINI	European Project Officer
DINA RAVAGLIA	Schoolhoods Project Officer
CRISTIAN FERRARI	Mobility Manager of Area

ULG – Urbact Local Group

- City High Schools representatives
- ARPAE – Regional Environmental protection Agency
- Infomobility SpA – Parma Sustainable Mobility Agency
- TEP SpA – Local Public transport Operator
- FIAB Parma – Local association for Cycling
- Municipality of Parma Departments: Urban Planning Department, Educational Department, Local Police, Ecological Transition Department, Sport Department

External Consultancy:

SIMURG RICERCHE
CITEC

Summary

EXECUTIVE SUMMARY

Schoolhoods – Safe, Green and Happy Ways to School
City of Parma, November 2025

The Schoolhoods Integrated Action Plan sets out Parma's strategy to transform home–school mobility, promoting safer, healthier, and more sustainable travel habits for high school students. Anchored in the URBACT IV "Schoolhoods" network, this plan is built on Parma's long-standing commitment to active mobility and leverages a broad participatory process involving schools, municipal services, mobility operators, and civic associations.

Context and Vision
Parma is a flat, compact city with a strong cycling culture and favorable conditions for active mobility. Yet, congestion, safety concerns, and persistent car dependency, especially around schools, remain major challenges. Due to their large catchment areas and significant impact on urban traffic, high schools were chosen as the focus of this Integrated Action Plan.
The vision guiding this plan is a city where school zones become safe, car-free hubs of community life, connected by reliable public transport and cycling infrastructure. By 2035, Parma aims to achieve school mobility that is predominantly safe, sustainable, and people centered.

Strategic Objectives
The plan translates this vision into five strategic objectives:

1. *Increase safety of school zones through traffic restrictions, improved crossings, and better design.*
2. *Reduce private car use around schools by promoting alternatives and enforcing restrictions.*
3. *Enhance public transport with improved stops, schedules, and accessibility.*
4. *Improve public space quality through sidewalks, cycle paths, bike parking, and interchange areas.*
5. *Encourage behavioral shifts via education, awareness campaigns, and participatory initiatives.*

Participatory Process
The process reactivated Parma's Local Action Group, involving:

- *Municipal services (education, planning, mobility, ecological transition, local police).*
- *Mobility operators (TEP, Infomobility, ARPAE, FIAB).*
- *14 high schools are represented by principals, teachers, and students.*
- *Between May 2024 and March 2025, five workshops were held, ranging from project kick-off to thematic and school-specific sessions. These enabled stakeholders to co-create proposals, validate priorities, and align expectations.*

Key outcomes included:

- *Quick wins such as new pedestrian crossings.*
- *Adapted solutions like safer parklets.*
- *Recognition of limits where urban constraints prevent interventions.*

Challenges and Responses

The participatory process identified five structural challenges:

- *Unsafe pedestrian and cycling conditions in school zones.*
- *Excessive reliance on private vehicles.*
- *Inconvenient and poorly coordinated public transport.*
- *Public space dominated by car users.*
- *Cultural preference for cars.*

The Action Plan responds with a balanced mix of infrastructure, services, governance, and cultural change measures, phased over short (1 year), medium (3 years), and long-term (5 years) horizons.

Action Plan Highlights

- *Citywide measures: public transport timetable consultations, training for school mobility managers, improved signage, and new anti-theft bike racks.*
- *Area-specific actions:*
- *Viale Maria Luigia: pedestrian crossings, new parklet, traffic light installation.*
- *Via Toscana: new crossings, traffic closures, and promotion of the underused bike station.*
- *Viale Piacenza: on-demand traffic lights, safer bus stops, and traffic calming.*
- *San Sepolcro: full closure of the piazzale to traffic.*
- *Via Toschi: safety measures for mixed-use bike paths.*

Monitoring and Evaluation

The *plan will be tracked annually against defined indicators, including:*

- *Satisfaction with public transport near schools.*
- *Number of students using active mobility vs. private cars.*
- *Reduction in road accidents near schools.*

Final Recommendations

- *Strengthen collaboration between the Municipality, schools, and transport providers.*
- *Enhance visibility and training of school mobility managers.*
- *Expand and upgrade cycling infrastructure.*
- *Use communication campaigns to reinforce cultural change and promote sustainable mobility.*
- *Conduct regular traffic studies to ensure interventions remain effective and balanced with citywide mobility needs.*

Conclusion

The Schoolhoods Integrated Action Plan is an opportunity for Parma to lead by example in Europe, combining participatory governance, infrastructure renewal, and cultural transformation. By aligning schools, families, institutions, and service providers, Parma can achieve a decisive shift toward safe, green, and inclusive mobility for its young citizens.

1 INTRODUCTION

1.1. Context of the Integrated Action Plan

Local context

"Safe, green and happy ways to school"

URBACT is an EU program aimed at promoting cooperation and exchange of ideas between European cities, through thematic networks and joint activities. The program supports the development of skills of Local Technical Offices in the design and implementation of integrated participatory pathways, while promoting the sharing of good practices between cities. In this context, URBACT IV has approved the "Schoolhoods" network, which promotes the health and safety of children and young people in the context of home-school travel.

The initiative aims at **planning actions for the diffusion of sustainable mobility related to schools, the safety of routes and the awareness of students, teachers and parents towards alternative travel habits to the private car**. The city of Parma joined the project network together with the following cities:

- Brasov, Romania
- Brno, Czech Republic
- Guia de Isora, Spain (until 31.12.2023)
- Rethymno, Greece (Lead Partner)
- Skawina, Poland
- Turku, Finland
- Zadar, Croatia

General overview of the city

Parma is in the western part of Emilia, between the Apennines and the Po Valley, divided in two by the Parma River. **The municipal territory is completely flat**.

The topography and climate favor active mobility, especially the culture of cycling, a travel habit historically rooted among all population groups. The use of cycling has increased in recent years thanks to the expansion of the cycling network and promotional campaigns, but also due to the decrease in rainfall and the increase in winter temperatures.

In addition to **infrastructure improvements**, the main obstacles to cycling remain **theft and air pollution**, the latter mainly caused by residential buildings, production companies, breeding and transport.

Parma is the center of the **Functional Urban Area** which includes 17 municipalities and 328,452 inhabitants (2021 data). The population of Parma is stable both at a general and scholastic level.

In 2021, in the framework of the EU project AWAIR (Interreg Central Europe Programme), the 17 municipalities in this area started a collaboration to address the problem of air pollution, promoting awareness and measures such as **sustainable transport**.

Main data:

- **Country and region:** Italy, Emilia-Romagna
- **Population:** 198.986 (2025), stable
- **Share of students:** 13% (26.478)
- **Surface:** 260,6 km²
- **Density: 952 inh/km²**
- **Urban structure: flat area with concentric structure**
- **Number of schools:** 116
- **School model of choice:** free, with priority to proximity

Schools involved

The City of Parma **chose high schools as a target for "Schoolhoods" activities**, in order to capitalize and keep on working with schools already involved in a previous project funded by the Italian Ministry of Transport. The choice to work with this school grade (14-19 years) was led by the size of the catchment area that they represent in the F.U.A. (Functional Urban Area), and for the impact on traffic that the shift of so many students has on traffic. The following school areas were involved according to their subdivision into single schools, of which the student population for the 2024/2025 school year is reported below

Areas	Schools	Enrolled students 24 -25	Total
Piazzale San Sepolcro	Liceo delle Scienze Umane Albertina Sanvitale	1.623	**1.623**
Viale Maria Luigia	Liceo classico e linguistico Gian Domenico Romagnosi	1.026	**6.153**
	Liceo Scientifico G. Ulivi	1.456	
	Istituto Tecnico Economico Melloni	971	
	IIS Camillo Rondani	835	
	Liceo Scientifico Marconi	1.865	
Via Toscana	IPSIA Primo Levi	871	**4.574**
	ITIS Leonardo Da Vinci	1.773	
	Liceo Scientifico Musicale Attilio Bertolucci	1.088	
	ISISS Pietro Giordani	842	
Viale Piacenza	Istituto Tecnico Economico Bodoni	610	**1.308**
	Istituto Tecnico Agrario Bocchialini	698	
Convitto Maria Luigia	Liceo classico, europeo, e scientifico Pitagora	373	**373**
Viale Toschi	Liceo Paolo Toschi	1.042	**1.042**

1.2. Mobility management for schools

Mobility management includes the set of strategies and initiatives implemented by public and private entities to optimize the mobility of their workers or students, with particular attention to systematic home-school-home travel. A key person in this sector is the **school mobility manager**, who operates both within the school and in the relationship with the local public administration. His task is to promote forms of sustainable mobility — from an environmental, economic and social perspective — encouraging a change in the habits and behaviors of users.

The school mobility manager embodies the link between school and Public Administration, with the aim of improving accessibility and efficiency of travel. At the same time, he/she plays a mediation role, translating within the organization the indications and observations coming from the public offices in charge of mobility management.

At the moment, only a few schools appointed the School Mobility Manager for various reasons, between them the extra task is not financially rewarded.

2 SCHOOLHOODS PROJECT: THE VISION

We imagine a city that embodies a new urban balance, where streets are safe and welcoming, allowing children and young people to move freely and securely between home and school. At the heart of this vision are school zones transformed into protected community spaces, free from car dominance and designed to nurture social life.
Within ten years, school-related mobility will be safe, sustainable, and centered on collective well-being, with public spaces reimagined and redesigned for people—not for cars.

Reducing car traffic will empower families to choose sustainable forms of transport, prioritizing collective safety over individual convenience. A reliable and efficient public transportation system will serve as a cornerstone of this shift, coordinated with daily needs and supported by strong community partnerships.
The city will become a model of cultural and behavioral change, where families, teachers, and schools embrace sustainable mobility as a shared civic value. It will be a peaceful, ecological, and inclusive place, with pedestrians and cyclists given priority over private vehicles.

Some excerpts from comments and opinions shared during the participatory process are presented below, serving as testimonials that reinforce and give voice to this vision:

- *"Viale Maria Luigia should be closed to traffic from 7:00 to 14:00, to create a safe and welcoming environment for students."*
- *"It is not enough to limit traffic for a few minutes: we must imagine completely transformed streets to make access to schools safe."*
- *"We need to reduce the number of cars in front of schools: the city must be organized to facilitate shared mobility and public transport."*
- *"Working with families is essential: we must make them understand that it is not just about rules, but about safety for their children."*
- *"We cannot allow students to arrive late or always depend on their parents: public transport must be a competitive choice compared to the car, comfortable and reliable."*
- *"If teachers go to school by bike or on foot, they will be an example for students and families."*
- *"We need to imagine an ecological and safe environment, where students can move freely without running risks."*

2.1. Main Goal

To increase the proportion and number of high-school students commuting to and from school by sustainable and safe modes instead of private car use.

2.2. Strategic objectives

1. **Increase safety of school zones (SO1)**
   - Enlargement of traffic restricted school zones and the time frame when these are effective.
2. **Reduce private vehicle use around schools (SO2)**
   - Improvement of the governance of mobility dynamics in urban areas with actions such as traffic restrictions and more severe sanctions for those who do not respect the rules.
3. **Enhance public transportation for school mobility (SO3)**
   - Improvement of the state of art of the bus stops and leading pedestrian paths to guarantee safety and flow feasibility between the schools and the points of modal shift, including universal

accessibility for persons with disability.

4. **Improve the quality of public spaces in terms of physical conditions for walking, cycling and use of public transport in school zones (SO4)**
   - Redevelopment and completion of infrastructure networks through the creation of wider sidewalks, dedicated cycle paths and bicycle parking, interchange areas and collection points for school buses.
5. **Encourage travel behavior shifts toward sustainable mobility (SO5)**
   - Develop educational and participatory projects through the involvement of schools and families in awareness campaigns.

3. THE CURRENT STATE OF SCHOOL

3.1. Strengths and weaknesses

Strengths

- Urban structure, summer climate and topography support active mobility
- Consolidated cycling culture
- Extensive experience in soft and safe school mobility measures
- "Happy bus" (innovative school bus service)
- Presence of Mobility Manager of Area
- Mobility Table with involved stakeholder
- Long experience in traffic restriction measures
- Good infrastructures for active mobility
- Acceptance of traffic calming measures by residents
- High rate of teachers fostering sustainable mobility as subject of teaching and personal choice

Weaknesses

- Parents bring students to school for habit and social convenience (time and comfort)
- Car use and high traffic rate cause congestion, pollution and safety reduction
- In some cases, irregular car parking occupies active mobility infrastructures
- Car culture dominates cycling culture
- Wide catching area of high school students, demanding long shifts
- Violations of road rules in road sharing involving bicycles and cars
- In winter months, bad climate conditions discourage active mobility

Opportunities

- Schools' autonomy allows the offering of sustainable mobility lessons and activities
- Combine health, nutrition and active mobility policies
- Communication with families about mobility issues since the first school years
- Use of teachers' networks to raise awareness on sustainability
- Use of associations such as cycling federation to support parents and teachers

Threats

- Young people choose car as "easier option" to move
- The search for parking compromises the perceived safety of students and parents
- Lack of respect for traffic rules compromises the motivation of sustainable mobility choices
- Wrong promotion and communication actions about public transport and active mobility

4 THE PARTICIPATORY PROCESS

4.1. Organization of the Local Group and activation modes

Like all URBACT projects, Schoolhoods is based on the involvement of a Local Action Group (ULG), bringing together public and private actors engaged in home–school mobility policies.

The promoter, the Municipality of Parma, was represented by several offices and sectors: Educational Services, Urban Planning, Ecological Transition, Mobility and Transport, Community and Strategic Funding, Sports and Youth, together with Local Police and the Area Mobility Manager.

Other stakeholders included:

- **Infomobility** (municipal company for sustainable mobility)
- **TEP** – Parma Public Transport Company
- **FIAB** – Italian Environment and Bicycle Federation (Parma)
- **ARPAE** – Regional Agency for Prevention, Environment and Energy (Emilia-Romagna)

Schools were represented by teachers and students from 14 high schools across 5 school areas.

The process was facilitated by external consultants Simurg Ricerche and Citec.

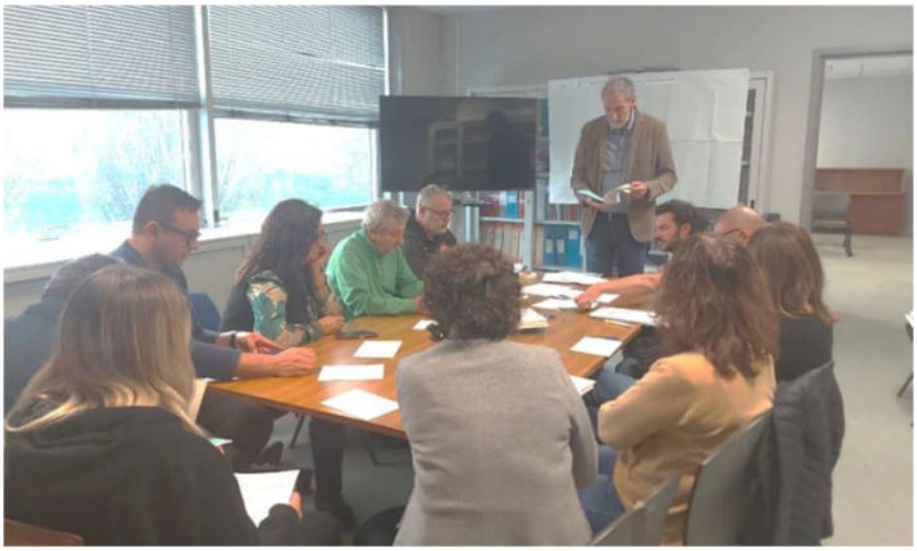
4.2. Project main stages

Before launching participatory meetings, the Municipality of Parma activated the Action Group by reconnecting with stakeholders previously involved in school mobility initiatives. This delicate phase required **clarifying objectives, ensuring that expectations were realistic, and showing how new contributions would be valued**. Schools were the most hesitant to re-engage, and rebuilding trust took several months, during which contacts were updated and new reference teachers involved.

The operative phase ran from May 2024 to March 2025 and was structured as follows:

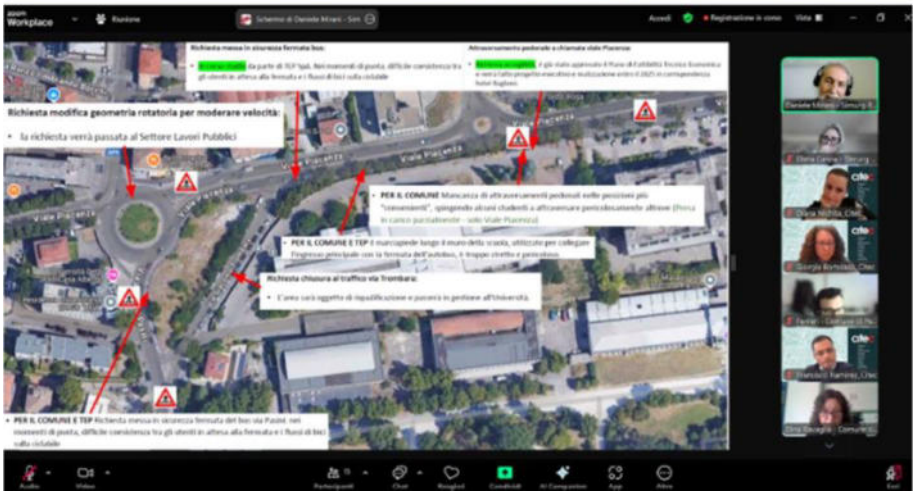
- **May 29, 2024** – **Kick-off meeting** (in person): Presentation of the Schoolhoods project, reconstruction of the working group, and overview of Parma's existing initiatives on school mobility.
- **November 4, 2024 – Vision workshop:** Stakeholders developed a shared vision for safer, more sustainable home–school travel, using focus groups and a visual whiteboard to map out an "ideal future" of school mobility.
- **December 16, 2024 – Online workshop:** School representatives worked in plenary and thematic groups to refine actions identified in earlier initiatives, with municipal offices assessing feasibility. Participants included four high schools (Melloni, Romagnosi, Ulivi, Levi), municipal staff, police, TEP, Infomobility, and FIAB Parma.
- **Targeted workshops (Feb–Mar 2025):**
    - Feb 24 – Giordani Institute (Via Toscana campus)
    - Feb 25 – Romagnosi High School (Viale Maria Luigia)
    - Mar 25 – Bocchialini and Bodoni Institutes (Viale Piacenza)

  Each meeting generated a report shared with the Local Group and non-attending members for review and feedback.



Participatory meeting in presence

Incontro partecipativo in presenza



Online workshops

4.3. Key moments of co-creation

The co-creation process was shaped by three key steps:

1. **Reconstitution of the Action Group**: Building on previous collaborations, existing contacts were reactivated, ensuring continuity of expertise while re-engaging stakeholders.
2. **Collection of Proposals:** Schools revived past ideas and introduced new ones, several of which were validated by technical offices for feasibility.
3. **Decision-Making:** Municipal offices retained final responsibility, integrating feasible actions into the wider strategic plan.

   The process revealed strong commitment across stakeholders: schools pledged educational initiatives, transport providers showed openness to adapt services, and ARPAE and municipal offices offered coordination.

Examples of outcomes:

- Accepted: new pedestrian crossings near schools.
- Adapted: parklet designs, revised for safety.
- Rejected: proposals impossible due to road layout (e.g., extended traffic closures or sidewalk widening).

Strategic Challenge: Reducing car dependency requires both cultural change (education, awareness, communication) and operational measures (infrastructure, service reorganization).

Positive aspects identified:

- Strong school commitment to cultural change.
- Early fixes (e.g., new pedestrian crossings) show quick wins.
- Willingness of transport providers to align timetables with schools.
- Opportunities for safer, more efficient bike storage.
- Teachers' active engagement as a driver of awareness.

Aspects subject to improvement identified:

- Some school streets are in strategic traffic routes, limiting interventions.
- Enforcement difficulties for existing restrictions.
- Resistance from some teachers to alternatives to private cars.
- Parklet maintenance challenges.
- Lack of harmonized public transport schedules.
- Inadequate, insecure bike parking.
-

Overall, the participatory process showed broad willingness to support sustainable mobility. The challenge remains: creating conditions—through both cultural and concrete measures—that persuade families to move away from private car use.

5 ACTION PLAN MATRIX

5.1. School needs emerged during the participatory process

The requests that emerged from all school areas during the participatory process are reported below, linked to the Strategic Objectives described in this Action Plan that could potentially respond to the surveyed need:

School Area	Needs	SO 1	SO 2	SO 3	SO 4	SO 5
Viale Maria Luigia area	Greater frequency of PT and better coordination between the operator and the schools			✓		
	Improved pedestrian accessibility regarding crosswalks	✓				
	Renovation and pedestrianization of Piazzale Rondani				✓	
	Increase in pedestrian space through the installation of parklets on Viale Maria Luigia				✓	
	Enhanced safety by extending the hours of traffic restrictions	✓				
Via Toscana area	Greater frequency of PT and better coordination between the operator and the schools			✓		
	Improve pedestrian safety on sidewalks	✓				
	Expand the area and hours of traffic restrictions, including Piazza Sicilia		✓			
Viale Piacenza area	Improve pedestrian circulation at crossings by implementing push-button pedestrian traffic lights				✓	
	Enhance user safety at bus stops	✓				
	Increase student safety by closing Via Trombara to traffic	✓				
	Reduce vehicle speed by modifying the geometry of the roundabout	✓	✓			
	Improve public space through pavement restoration in the schoolyard				✓	
Liceo P. le S. Sepolcro	Increase student safety by closing Piazzale San Sepolcro to traffic	✓				
	Raise awareness of active mobility among students					✓
Liceo Via Toschi	Improve bicycle mobility by enhancing the bike lane geometry where it intersects with the school exit	✓			✓	
	Greater frequency of PT and better coordination between the operator and the schools			✓		
Convitto Nazionale Maria Luigia	Greater frequency of PT and better coordination between the operator and the schools			✓		
	Raise awareness of active mobility among students					✓

*Strategic Objectives: **1**-Increase safety of school zones; **2**.-Reduce private vehicles use around schools; **3** - Enhance public transportation for school mobility; **4**.- Improve the quality of public spaces; **5** - Encourage travel behavior shifts toward sustainable mobility*

5.2. Main challenges identified

Following the diagnosis made from the described current state of the school mobility in the City of Parma and the needs and critical topics emerged during the participatory process, a general view of the challenges is described below, relating for each the envisaged transformation proposed by the strategic objectives in this IAP.

- Poor safety for pedestrians and cyclists in school zones
    1. **Increase safety of school zones**
- Excessive use of private vehicles for home – school commuting and lack of facilities for soft forms of transportation around schools
    2. **Reduce private vehicle use around schools**
- Difficult use of public transportation regarding times, frequencies and access to stops
    3. **Enhance public transportation for school mobility**
- Priority of the public space for the needs of private vehicle users
    4. **Improve the quality of public spaces in terms of physical conditions for walking, cycling and use of public transport in school zones**
- General pre-disposition of the users for choosing the private vehicle over other means of transport
    5. **Encourage travel behavior shifts toward sustainable mobility**

5.3. Feasible measures

In the final phase of the participatory process with school representatives, the measures discussed were reviewed and assessed. Based on the Municipal Administration's evaluation, **the Action Plan selects feasible actions within defined timeframes and budgets**. These actions synthesize and integrate the various requests, translating needs into **concrete operations**. To reflect the diversity of inputs, the approach emphasizes rationalization and coordination of interventions. Each action is linked to the **strategic objectives** (SO) outlined in the introduction of this document.

School area	Actions	SO 1	SO 2	SO 3	SO 4	SO 5	Feasibility*
1. Actions relating to all schools	**1.1** Consultation by school areas and overall, with TEP and SMTP regarding Public Transport travel timetables			✓			S
	1.2 Training course for School Mobility Managers or Mobility representative for all city schools					✓	S
	1.3 Review and replacement where needed of street signs for cycle paths and sidewalks/crossings nearby schools	✓			✓		M
	1.4 Inventory of bike racks and installation of new anti-theft racks near schools in agreement with the Province of Parma		✓		✓		M
2. Viale Maria Luigia	**2.1** Implementation of a new pedestrian crossing in front of Liceo Ulivi	✓			✓		M
	2.2 New traffic lights on demand in viale Caprera	✓			✓		M
	2.3 Remodeling of the green area in P. le Rondani				✓		M
	2.4 Implementation of 1 new parklet on Viale M. Luigia				✓		M
3. Polo di Via Toscana	**3.1** Implementation of pedestrian crossings in via Toscana and in via Lazio near the roundabout						S
	3.2 School Street widening: traffic closure of P. le Sicilia and timetable adjustments		✓				S
	4.1 Implementation of on demand traffic lights						L

4. Viale Piacenza	**4.2** Safety improvement of the bus stop nearby schools						**M**
	4.3 Traffic calming and street signs interventions aimed at lowering speed at the roundabout		✓		✓	✓	**L**
5. Liceo P. le S. Sepolcro	**5.1** Closure of P. le San Sepolcro to traffic				✓		**M**
6. Liceo Viale Toschi	**6.1** Bike speed moderation with barriers installation	✓					**M**

**Feasibility: S = Short term = 1 year, M = medium term, 3 years / L = long term, 5 years*
*Strategic Objectives: **1**-Increase safety of school zones; **2**.-Reduce private vehicles use around schools; **3** - Enhance public transportation for school mobility; **4**.- Improve the quality of public spaces; **5** - Encourage travel behavior shifts toward sustainable mobility*

5.4. Pilot Actions realized

Within the European Schoolhoods Project, **three different pilot experiences** were carried out to test different solutions and approaches to sustainable school mobility::

- **Pilot Action n. 1**:
  In anticipation of the implementation of Measure 3.2 – "Expansion of the Via Toscana School Road," during European Mobility Week 2024, a trial was conducted during a school/workday involving the extension of the closure to Piazzale Sicilia and the adjustment of closing times based on the needs of the schools identified during the participatory process.
  The trial did not cause any particular problems, so the measure was considered feasible and included in the Plan.
  However, before the measure's final implementation, a further three-month trial will be conducted to identify any critical issues related to changes in mobility habits during the winter season.

- **Pilot Action n. 2:** In anticipation of the implementation of Measure 5.1 – "Closure of Piazzale San Sepolcro to traffic," during European Mobility Week 2024, a trial was conducted during a school/workday to close the square where the main entrance to the Sanvitale high school is located.
  This trial did not reveal any particular problems, however, parking in the square had been permitted for years for eight private cars belonging to residents with special permits.
  As an intermediate step in the implementation of this measure, it was decided not to renew the permits for private individuals but to convert the existing parking spaces into blue-lined paid parking, in order to subsequently plan for the square's redevelopment and its permanent pedestrianization.

- **Pilot Action n. 3**: : measure 1.2 "Training course for School Mobility Managers" was implemented in October and November 2025.

Identifying a contact person to act as an interface between the Municipal Administration and the Schools was deemed essential to enable rapid communication between the two entities and thus assess and resolve, where possible, critical issues related to school mobility as they arise. The training course represents a valuable foundation for building a foundation of useful and practical skills for those who will assume this role. During the course, participants were also introduced to the regional platform Mobilityamoci, which is useful for processing data collected from questionnaires regarding home-school travel and for drafting the related plans.

6 MONITORING PLAN

Schoolhoods Implementation Plan (IAP), according to the will of the Municipality, will be evaluated according to a series of qualitative and quantitative criteria concretely identifiable below exemplified to verify the status of planning and implementation of the measures.

6.1. Realization times

The plan will be monitored on an annual basis, considering the time horizons dictated in the actions reported below based on their implementation period:

1.1 within 2026	3.1 within 2026
1.2 within 2026	3.2 within 2026
1.3 within 2028	4.1 within 2030
1.4 within 2028	4.2 within 2028
2.1 within 2028	4.3 within 2030
2.2 within 2028	5.1 within 2028
2.3 within 2028	6.1 within 2028
2.4 within 2028	

6.2. Evaluation of the benefits obtained

The Municipality will carry out a strategic update through analysis activities and moments of structured discussion with stakeholders, with the aim of evaluating and redefining the intervention criteria.
In particular, the following actions will be considered:

- Detection of the level of user satisfaction through questionnaires, perception surveys and targeted interviews
- Analysis of the new needs that have emerged in relation to the demand for mobility to and from school centers, also considering any demographic, infrastructural or organizational changes
- Definition of performance indicators aimed at measuring the effectiveness and impact of the strategies adopted

Furthermore, it is recommended to define a monitoring system based **on objective and time- defined indicators, to evaluate the effectiveness of the implemented measures** and the degree of satisfaction and use by users.
As an example, it is proposed:

- monitoring the number of passengers getting on/off at public transport stops near school campuses.
- the quantification of the share of students who use forms of active mobility (e.g. bicycle, assisted walking).
- the detection of the percentage of students transported by private car, with the aim of monitoring any reductions over time.

6.3. Strategic objectives indicators

At the moment, the baseline data are not available for all schools.
From the coming school year (2025-26) a new platform for school mobility will be available, with data about modal split for all schools.

Before detailing the monitoring of the specific actions defined in this plan, the following section outlines the monitoring framework for the strategic objectives that guide all subsequent actions.

Vision	Indicator	Baseline value	Target value	Source of information
Main Goal				
To increase the proportion and number of high-school students commuting to and from school by sustainable modes instead of private car use	Proportion of high-school students commuting to and from school by sustainable modes instead of private car use.	70%	+ 10% (by 2030)	Survey in the schools involved
Strategic objectives				
1- Improve safety of school zones	Annual number of traffic accidents resulting in injury in the proximity of schools	n. 26 (total in all school areas) year 2024	- 20% (by 2030)	Police reports
2- Reduce private vehicle use around schools	Number of school streets/school areas implemented or enlarged	19 (year 2025)	+ 20% (by 2030)	Mobility Department of Municipality
3- Improve access to schools by public transport	Number of protected, safe public transport stops within 5- minute walking distance from schools	9	+ 10% (by 2030)	Public Transport Operator
4- Improve public spaces near schools	Average walkability score of school areas	To be identified	75%	Survey
	Number of schools provided by bike racks	8	+ 4	Mobility Department of Municipality
5- Encourage travel behaviour shift toward sustainable mobility	Proportion of high-school students in the schools involved ready to use sustainable transport modes	To be identified	35%	Survey in the involved high schools

6.4. Action measures indicators

Consequently, the actions established by translating the strategic objectives into the specific context of each school area, will be monitored as detailed in the following table.

School area	Actions	Indicator	Target value	Responsible	Source of information
1. Actions relating to all schools	**1.1** Consultation regarding Public Transport travel timetables	satisfaction among Public Transport users	+ 10% within 2026	TEP and SMTP	Survey among Public Transport users
	1.2 Training course for School Mobility Managers or Mobility representative for all city schools	Number of School Mobility Managers trained	10 within 2026	Municipality Mobility Manager	Municipality report
	1.3 Review and replacement where needed of street signs for cycle paths and sidewalks/crossings nearby schools	Number of interventions realized	2 within 2028	Municipality	Municipality report
	1.4 Inventory of bike racks and installation of new anti-theft racks near schools	New anti-theft racks installed	4 within 2030	Municipality	Municipality report
2. Viale Maria Luigia	**2.1** Implementation of a new pedestrian crossing in front of Liceo Ulivi	Number of pedestrian crossings realized	1 within 2028	Municipality	Municipality report
	2.2 New traffic lights on demand in Viale Caprera	Number of on demand traffic lights realized1 within 2028	1 within 2028	Municipality	Municipality report
	2.3 Remodeling of the green area in P. le Rondani	Implementation of intervention	Realization within 2028	Municipality	Municipality report
	2.4 Implementation of 1 new parklet on Viale M. Luigia	Number of parklets realized1 within 2028	1 within 2028	Municipality - School	Municipality report
3. Via Toscana	**3.1** Implementation of pedestrian crossings in via Toscana and in via Lazio near the roundabout	Number of pedestrian crossings realized	2 within 2026	Municipality	Municipality report
	3.2 School Street widening: traffic closure of P. le Sicilia and timetable adjustments	Implementation of new school street	1 within 2026	Municipality	Municipality report
4. Viale Piacenza	**4.1** Implementation of on demand traffic lights	N° of road accidents	0 by year 2030	Municipality	Municipality report
	4.2 Safety improvement of the bus stop nearby schools	Satisfaction among students	1 within 2028	TEP and SMTP	Survey among students
	4.3 Traffic calming and street signs interventions aimed at lowering speed at the roundabout	Road and pedestrian accident reports	0 by year 2030	Municipality	Local Police reports
5. Liceo P. le S. Sepolcro	**5.1** Closure of P. le San Sepolcro to traffic	Permits for private cars	0 within 2028	Municipality	Infomobility
6. Liceo Viale Toschi	**6.1** Bike speed moderation with barriers installation	Number of barriers installed	4 within 2028	Municipality	On – site survey

7 FUNDING STRATEGY FOR SCHOOL MOBILITY

Strategy aim

This section presents the funding strategy for school mobility projects identified within the European "Schoolhoods" project. The aim is to ensure a stable, diversified, and coordinated flow of resources to implement safe, sustainable, and inclusive mobility initiatives in Parma's school districts.
The strategy responds to three priorities:

1. **Road safety** (speed reduction, pedestrian criossings, traffic management)
2. **Accessibility and Public transport**
3. **Active Mobility and urban well-being** (cycling, green areas, parklet)

7.1 Strategical approach

Guiding principles:

- **Integrated financing:** combining municipal, regional, national, European funds and private sponsorships.
- **Phased implementation:** quick and low-cost actions (2025-2027) with funds from the Municipality of Parma or through funds from private sponsorships; Structural investments with POR FESR Emilia-Romagna Region, CEF2, European and Ministerial calls for tenders for infrastructure projects or projects of strategic importance.
- **Alignment with UE programs:** Mission Cities, LIFE, Horizon Europe, regional funds FESR 2025–27.

7.2 Strategic financing cluster

Cluster 1 – Soft Measures & Governance
Interventions: educational campaigns, communications, signage, Mobility Manager training course
Recommended fundings: URBACT, Erasmus+, municipality resources
Strategy:

- Student awareness programs on the topic of school mobility that can be financed through programs such as Erasmus+
- Joint teacher training – Mobility Manager training course – Schoolhoods project pilot action (ended december 2025)
- Municipal funds for micro interventions (es. Signage restoration)

Cluster 2 – Public Transport & Accessibility
Interventions: timetable coordination, bus stops, intelligent traffic lights
Recommended fundings: CEF2 – Transport, regional POR FESR fundings 2025–2027, ministerial tenders
Strategy:

- Interventions Bundling (traffic lights + bus stops) to maximize scores in tenders
- operational agreements with TEP e SMTP

Cluster 3 – Safety Infrastructures
Interventions: school areas, raised pedestrian crossings, traffic calming interventions

Recommended fundings: regional POR FESR fundings 2025–2027, Road Safety National Plan, EUI or other EU programs
Strategy:
- "School Safety Corridors"projects for FESR calls 2025–2027
- Include the most critical schools in national road safety programs

Cluster 4 – Greening & Parklets
Interventions: green areas, micro-parks, parklets
Recommended fundings: LIFE program, private partnerships, CSR, philanthropy
Strategy:
- Sponsorships for green school zones with local companies
- • Maintenance agreements with schools and associations
- Progetti europei finanziati da programmi come LIFE per interventi che uniscono clima e salute

Cluster 5 – Cycling mobility & Bike safety
Interventions: racks, protection barriers, other
Recommended fundings: Horizon Europe (Mission 100 Cities), Fondi POR FESR regionale 2025–2027
Strategy:
- Integrate micro mobility and bike racks into wider projects
- Combine municipal fundings and ecological transition regional fundings

7.3 Cost evaluation and funding sources

Azione	Costo stimato	Fonti consigliate	Logica
PT Consultation	0 €	Municipal fundings	Governance measure
Mobility Manager training course	3.000–5.000 €	URBACT, Erasmus+, municipality	Capacity building
Signage restoration	18.000–22.000 €	Municipal fundings, regional POR FESR 2025–2027	Safety
Anti theft racks	20.000–30.000 €	LIFE, cycling planning	Modal shift
New pedestrian crossing	2.000–3.000 €	Municipal fundings	Quick intervention
Traffic lights on demand	40.000–45.000 €	CEF2, safety national fundings	Smart mobility
Green area p.le Rondani	13.000–18.000 €	Private sponsors (Chiesi)	Climate & health
Parklet	500–1.000 €	School, CSR	Tactic and replicable
Pedestrian crossings via Toscana	5.000–10.000 €	Municipal fundings	Safety
School street	1.000–2.000 €	URBACT, Municipal fundings	low-cost action
Viale Piacenza traffic lights on demand	40.000–45.000 €	Regional POR FESR 2025–2027, Municipality	Infrastructural safety

Bus stop upgrade	30.000 €	CEF2, TEP, SMTP	PT improvement
Traffic calming intervention	18.000–22.000 €	National road safety fundings	Road accident prevention
Chiusura P.le San Sepolcro	100.000 €	UIA, regional POR FESR 2025–2027	Pedestrian area
Bike barriers viale toschi	500–1.000 €	Municipality	Road safety

7.4 Governance, Roles and Fund Raising management

Central management

- **Mobility department:** defines priorities and projects, manages relationships with TEP, writes projects in response to local/regional/national/European calls, monitors KPI.
- **Urban planning:** coordination with Mobility Department for maintenance interventions and public space planning.
- **TEP, SMTP, Parma Infrastrutture, Infomobility:** collaboration on specific mobility projects.

Local actors

- **Schools**: active involvement in school mobility management, involvement in specific projects relating to school zones.
- **School community**: co-design of parklets and maintenance of green areas.
- **Local companies**: sponsorships of micro-interventions (CSR).

Coordination tools

- • School mobility management coordination table (quarterly meeting)
- • Municipal tender database (EU + national + CSR)
- • Modular planning for submitting interventions

7.5 Implementation Timeline

Short term (2025–2026)
- Tactical interventions (parklet, crossings, signage)
- Training and campaigns
- Widening/implementation of school streets

Mid term (2027–2028)
- Smart traffic lights
- Bus stops
- Traffic calming

Long term (2028–2030)
- Interventi infrastrutturali
- Interventi verdi strategici
- Corridoi ciclabili

7.6 Risk analysis and mitigation

Risk	Mitigation
Delays in fundin approval	Ready and modular documentation
Parents/Shops Resistance	Pilot URBACT, consultations
Co-funding complexity	Clear roles + technical support
Parklet maintenance	School-neighborhood collaboration agreements
Bike thefts	Anti-theft racks+ campaigns

8. FINAL RECOMMENDATIONS

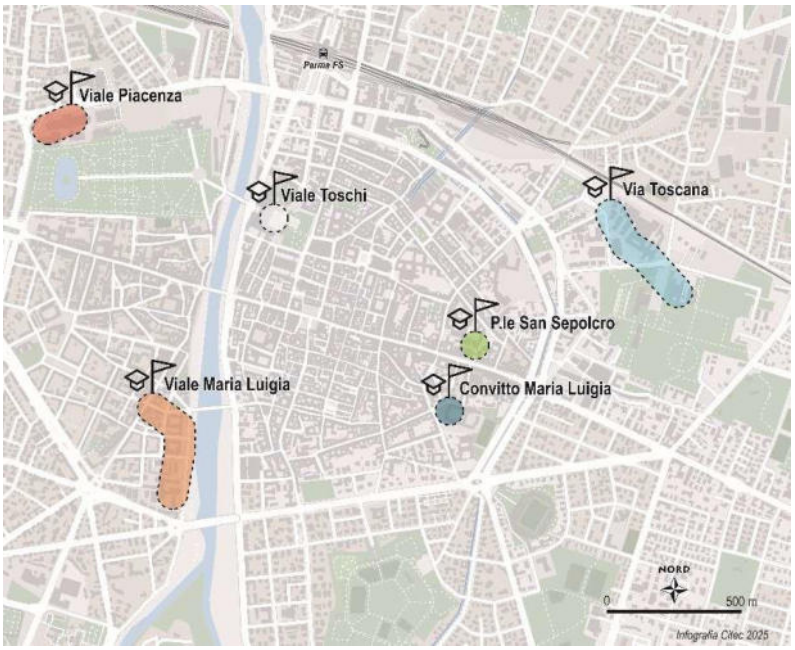
Based on the research carried out through the vision of the previous analysis activities activated by the Municipality, of the participatory process animated in the context of the Schoolhoods project and of the feedback from the representatives of the schools and the competent bodies, the following recommendations can be made:

- Promoting public transport and active mobility between home and school requires constant collaboration between the Municipality, schools and the public transport operator, improving the offer and infrastructure (stops, pavements, cycle paths) and raising awareness among students.
- Give visibility to the role of the mobility manager, both the school and municipal one, as the person responsible for the task of bringing training in sustainable mobility into the institutes.
- Increase the length of cycling infrastructure and improve the existing ones to facilitate the propensity to use active mobility.
- It is recommended to use the Administration's communication channels to disseminate training materials and updates on the implementation of strategies, encouraging participation and continuous improvement of public space for students.

The measures identified in this document, aimed at increasing the share of public transport users and active mobility, as well as improving the use of public space, require - full and concrete implementation - **integrated interventions to expand public space, enhance cycle/pedestrian infrastructure and traffic calming measures.**

To this end, a specific **study of the traffic in the surrounding areas of schools is necessary**, with the aim of ensuring that the moderation actions are effectively implemented and are compatible with maintaining the efficiency of the overall road system.

9. ANNEX: ACTION SHEETS

Actions related to all school areas	
☐ *Viale Maria Luigia* ☐ *Via Toscana* ☐ *Viale Piacenza* ☐ *P. le San Sepolcro* ☐ *Via Toschi*	
Action	***1.1 Consultation by school areas and overall with TEP and SMTP regarding Public Transport travel timetables***
Framing	
Realization term	✓ Short term (1 year)
	Middle term (3 years)
	Long term (5 years)
Implementation costs	0

Description:

This action is not related to a single institute or school area, but it involves the entire city school network.

The Municipality of Parma, in response to the needs expressed by schools regarding the distribution timetable of activities, intends to open a consultation with the Mobility Manager of Area office and local public transport stakeholders involving TEP company, public transport operator, and SMTP, the agency responsible for mobility planning and infrastructure management (e.g. routes, timetables, interchange nodes).

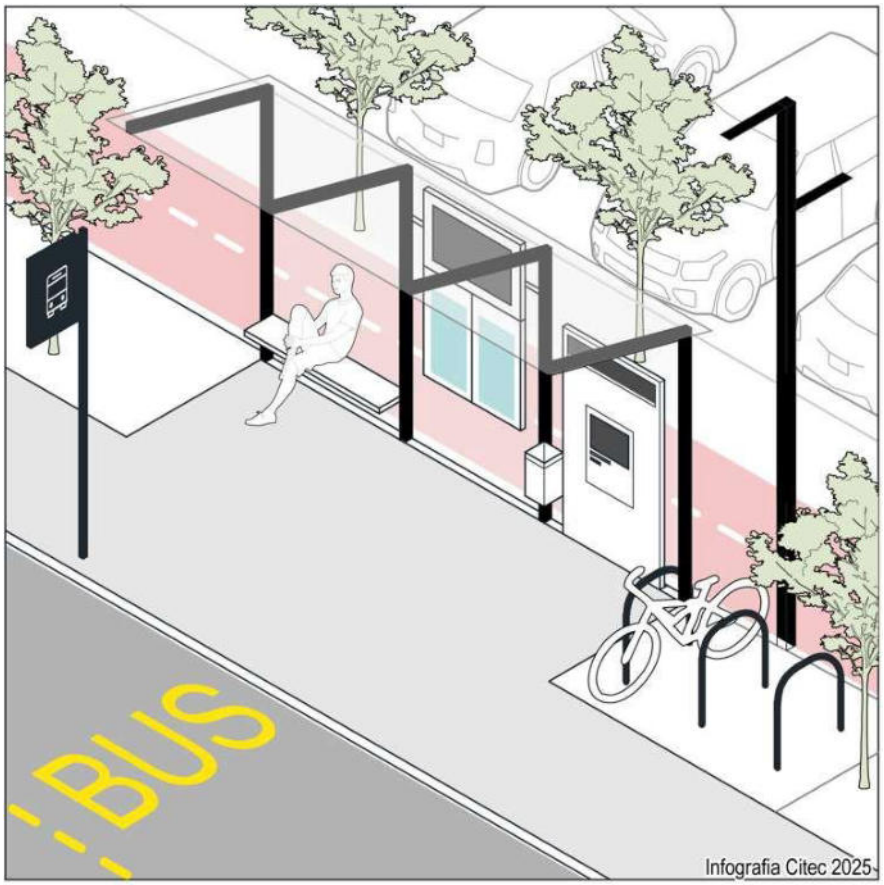
The aim is to **identify, through a shared analysis, the time slots with the highest demand for inflow and outflow from school areas**, to implement a series of structural and organizational interventions aimed at the overall improvement of the PT (Local Public Transport) service.

Among these, the following stand out:

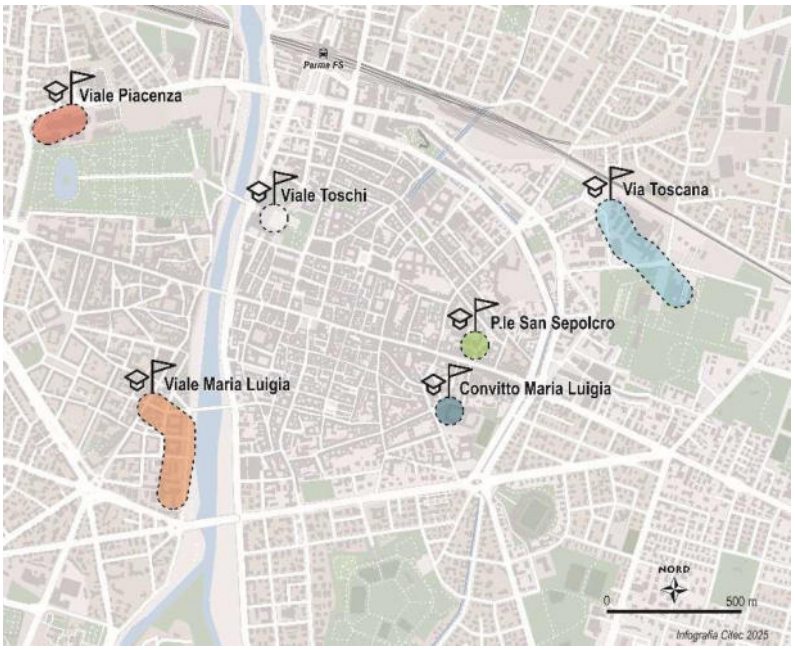
- **Increase in the frequency of transport** during peak hours serving school areas.
- **Improvement of accessibility and quality of bus stops, also in terms of user information and infrastructure.**

These measures will be integrated with a series of actions promoted directly by the Municipality, including **interventions to enhance pedestrian and universal accessibility from school buildings to PT stops**, with the aim of promoting safe, inclusive and sustainable access for all students.

The consultation table will be activated before schools have defined their own operating hours for the next school year.



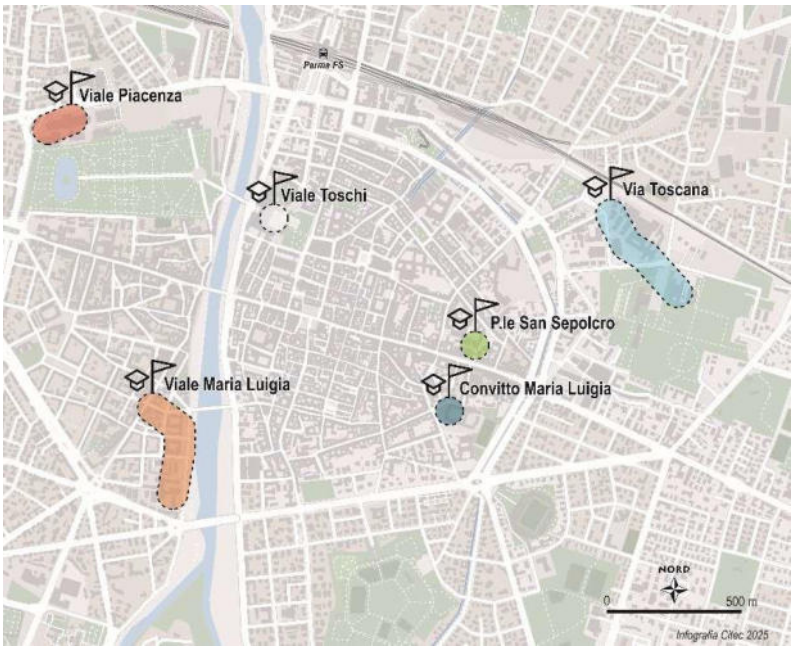
Example of PT stop typology and street furniture. Source Citec

Action related to all school areas	
☐ *Viale Maria Luigia* ☐ *Via Toscana* ☐ *Viale Piacenza* ☐ *Liceo P. le San Sepolcro* ☐ *Liceo Via Toschi*	
Action	***1.2 Training course for School Mobility Managers or mobility representatives for all city schools***
Framing	
Realization term	✓ Short term (1 year)
	Middle term (3 years)
	Long term (5 years)
Implementation costs	3.000 €– 5.000€

Description:
The Municipality of Parma, in the short term, intends to promote a **training course aimed at school Mobility Managers and/or mobility referents of schools of all levels,** including primary, lower and upper secondary schools.
This initiative will make use, for example, of the methodological and operational tools made available **by ARPAE Emilia-Romagna**, a technical agency that has been promoting workshops and training activities in the field of mobility management for years, or of other bodies/consultants specialized in this field.
The training course will be framed in the regulatory context defined by art. 229 of **Law no. 70/2020**, which provides for each entity **to appoint a Mobility Manager** with the aim of promoting environmental sustainability in mobility systems. This objective, by its nature transversal and without territorial boundaries, can be more effectively pursued through coordination, sharing of good practices and mutual support between the Mobility Managers active in the territory.
During the workshop, concrete examples of Mobility Manager networks, home-school/work travel plans and operational tools useful for strengthening the strategic role of this figure will be presented.
The final objective is **to provide school Mobility Managers with the skills needed to integrate the principles of sustainable mobility both in the daily management of schools and in the training, courses aimed at students**, thus contributing to the diffusion of a culture of conscious, multimodal and sustainable mobility among young people.

Workshop. Source: Simurg Ricerche

Mobility training in schools. Source: Citec

Action related to all school areas	
☐ *Viale Maria Luigia* ☐ *Via Toscana* ☐ *Viale Piacenza* ☐ *P. le San Sepolcro* ☐ *Via Toschi*	
Action	***1.3 Review and restoration of cycle path and sidewalks/crossings signs near schools***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 years)
	Long term (5 years)
Implementation costs	18.000€ - 22.000€

Description

The Municipality of Parma, with a medium-term time horizon (within 3 years), plans to implement the **evaluation and redevelopment of vertical and horizontal signs relating to cycle, pedestrian and pedestrian paths located near school buildings.**

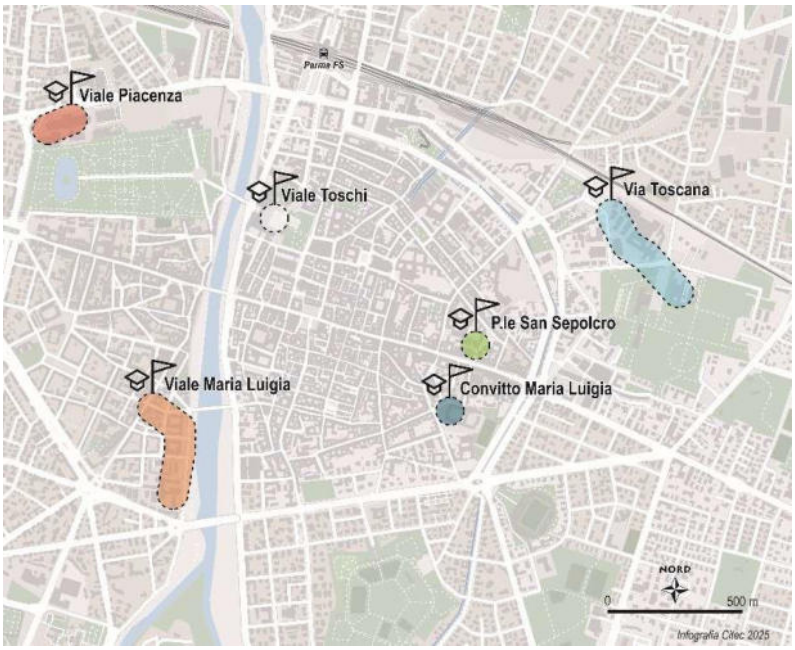
The aim of the intervention is to guarantee conditions of greater **safety and recognizability of the home-school routes**, through:

- **the control and replacement of horizontal road signs** (road markings, cycle and pedestrian crossings, cycle lane markings).
- **the installation, replacement or integration of vertical signs** to support active mobility and road safety.
- the insertion of structural **elements for the protection and channeling of cycle traffic**, such as kerns, flexible poles or other suitable devices.

This first phase of this intervention will be a reconnaissance activity on the current situation, to be carried out in accordance with the participatory process already developed with the schools and the competent territorial entities, in order to guarantee a targeted approach consistent with the actual critical issues identified in the urban contexts involved.

Example of signalling and delimitation of cycle path

Example of horizontal signs for school zone entrance

Actions related to all school areas	
☐ *Viale Maria Luigia* ☐ *Via Toscana* ☐ *Viale Piacenza* ☐ *P. le San Sepolcro* ☐ *Via Toschi*	
Action	***1.4 Inventory of the existence and installation of new anti-theft bike racks in agreement with the Province of Parma***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 years)
	Long term (5 years)
Implementation costs	20.000 € - 30.000 €

Description

The Municipality of Parma intends, within the framework of a medium-term intervention plan (1-3 years), **to equip schools with infrastructures dedicated to the safe parking of bicycles**, through the installation of anti-theft devices such as racks, arches or advanced structures such as bike boxes, to be placed in public spaces adjacent to school entrances.

On this purpose, an operational dialogue will be initiated with each school to identify, in a shared manner, the

most suitable areas for installation, considering the usability, visibility and safety of the urban context.

The Municipality will evaluate the different types of available infrastructures, to select effective solutions both in terms of anti-theft security and in terms of promoting the use of the bicycle as a daily means of transport for home-school travel.

The intervention will be an integral part of the Administration's goal to carry out a comprehensive activity aimed at **improving the quality and functionality of public space**, with a view to sustainable, inclusive and accessible mobility.

Examples:

Bike Box, Movicentro Venaria Reale TO

Example of a prefabricated structure for bicycle parking

Insertion of bike arches and safe crossing intervention in front of school, Cuneo

2. Viale Maria Luigia school area	
☐ *Liceo Classico e Linguistico Gian Domenico Romagnosi* ☐ *Liceo Scientifico G. Ulivi* ☐ *Istituto tecnico economico Macedonio Melloni* ☐ *IIS Camillo Rondani* ☐ *Liceo scientifico Marconi*	
Action	***2.1 Implementation of a new pedestrian crossing in front of liceo Ulivi***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 years)
	Long term (5 years)
Implementation costs	€ 2.000 - € 3.000

Description

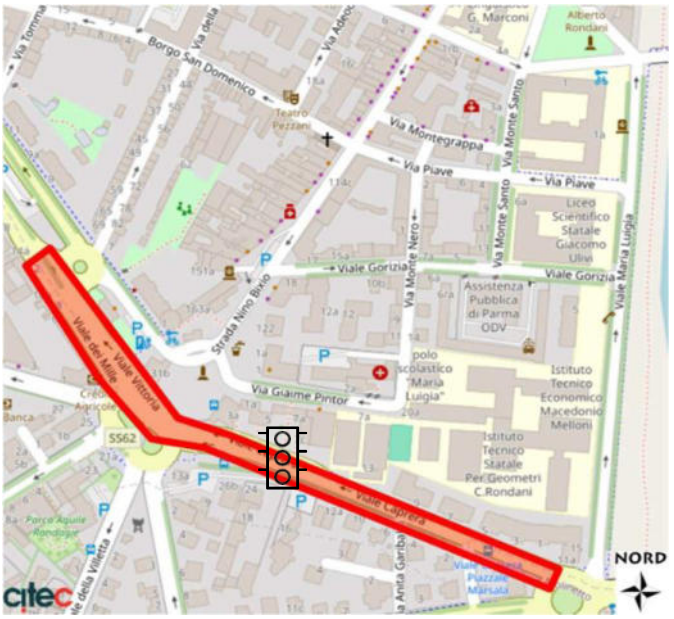
The creation of a pedestrian crossing in front of Liceo Ulivi, along Viale Maria Luigia, has **the aim of completing and standardising the network of pedestrian crossings already present near other schools located on the same road axis.**

The intervention, which can be implemented in a short time, will be designed considering all the technical factors necessary to guarantee its **effectiveness and safety**, including:

- **adequate visibility of the crossing,** also through the removal or reallocation of any adjacent parking spaces that may compromise the view.
- installation of vertical indication and warning signs.
- use of highly durable materials and high visibility paints for horizontal road signs.

This intervention is part of a broader strategy to secure school access and promote pedestrian mobility in urban areas.

Rendering of crossing placement

2. Viale Maria Luigia school area	
Liceo Classico e Linguistico Gian Domenico Romagnosi Liceo Scientifico G. Ulivi *Istituto tecnico economico Macedonio Melloni IIS Camillo Rondani* *Liceo scientifico Marconi*	
Action	***2.2 New traffic lights on demand in viale Caprera***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 year)
	Long term (5 year)
Implementation costs	€40'000.00 – €45'000.00

Description

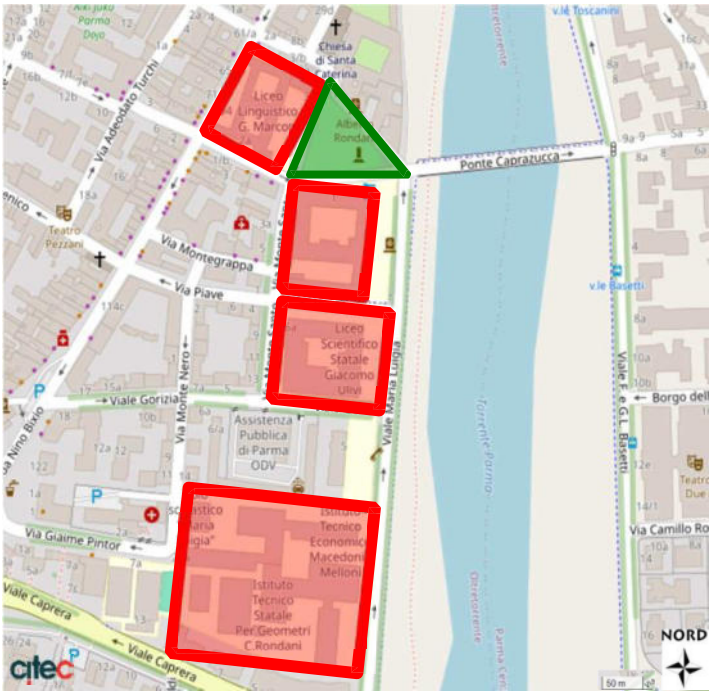
In a horizon of approximately three years, **the installation of new on-demand traffic lights along Via Caprera is planned**. This initiative is part of a broader project to **improve road safety and optimize urban mobility, responding to the needs of pedestrians and cyclists**.

On-demand traffic lights are an advanced technological solution that offers numerous advantages:

- **significant improvement of safety** of pedestrian crossings
- **reduce unjustified waiting times** and limit traffic congestion
- reduce **air and noise pollution**, improving the overall quality of urban life.

From an economic and management point of view, the construction of the new traffic lights will be entirely borne by **Parma Infrastructure** (in house company of the Municipality of Parma), which will take care of the installation and testing of the equipment, while the costs related to the project, including maintenance and management, will be borne by **SMTP**. This division of responsibilities and financial burdens guarantees a clear attribution of responsibilities, simplifying coordination between the various bodies involved and ensuring the efficiency of the intervention.

Some examples of on demand traffic lights

2. Viale Maria Luigia school area	
➢ *Liceo Classico e Linguistico Gian Domenico Romagnosi* ➢ *Liceo Scientifico G. Ulivi* ➢ *Istituto tecnico economico Macedonio Melloni* ➢ *IIS Camillo Rondani* ➢ *Liceo scientifico Marconi*	
Action	***2.3 Remodeling of the green area P. le Rondani***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 year)
	Long term (5 year)
Implementation costs	€13.000 - €18.000

Description
Regarding the green area of P. le Rondani, the municipal administration assumes that the redevelopment project already developed by the institutes present on the street will be realized within a maximum time of approximately 3 years, and **will be financed by a private company** (sponsor): private companies
This intervention refers to various actions such as:

- **Environmental Restoration:** Removal of waste, debris or deteriorated elements, and soil remediation if necessary.
- **Improved usability:** Creation or maintenance of pedestrian paths, cycle paths, accessible to people with disabilities.
- Realization of an **outdoor classroom for schools.**
- **Security and maintenance:** Improved security with video surveillance systems, periodic maintenance of plants and structures.

The project, carried out by the Chiesi group in 2021, is part of a larger initiative called “Parma 2030: The sustainable city”.

2. Viale Maria Luigia school area	
➢ *Liceo Classico e Linguistico Gian Domenico Romagnosi* ➢ *Liceo Scientifico G. Ulivi* ➢ *Istituto tecnico economico Macedonio Melloni* ➢ *IIS Camillo Rondani* ➢ *Liceo scientifico Marconi*	
Action	***2.4 Implementation of 1 new parklet in viale Maria Luigia***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 years)
	Long term (5 years)
Implementation costs	500-1000 €

Description

On April 22, 2023, on Earth Day, **the first parklet** built in Viale Maria Luigia was inaugurated. The project was created by the "Change" group of the Liceo Ulivi, in collaboration with the Manifattura Urbana association. The structure, built with sustainable materials, replaced two parking spaces, **offering a public space for students and citizens**.

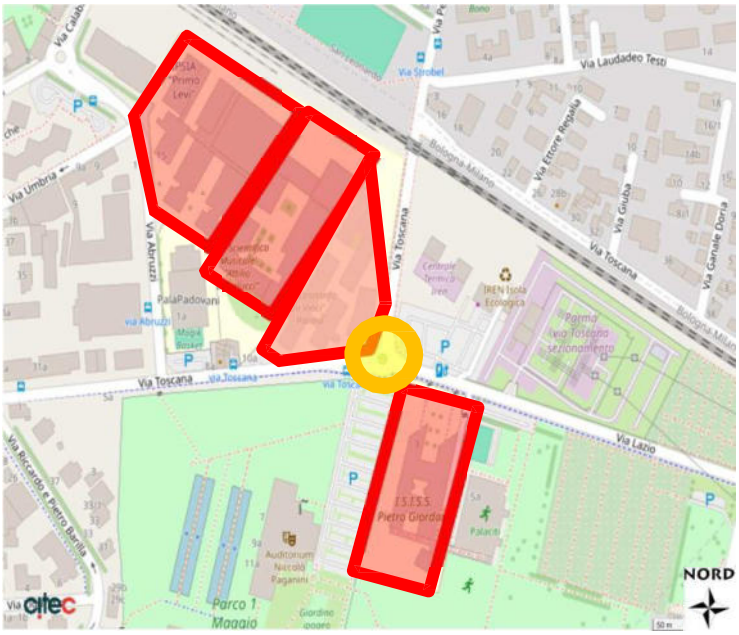
The **second parklet** was officially inaugurated on June 5, 2024. It was created by the Green Team of Liceo Romagnosi, again in collaboration with Manifattura Urbana and with the involvement of students from other schools, including Liceo Ulivi. This structure also replaced two parking spaces, offering tables and benches for the school community and citizens.

The municipality plans to build a **third parklet** within aprox one year, which will complement tactical urbanism initiatives aimed at **promoting environmental sustainability and improving the livability of urban spaces through the active involvement of students and the community.**

- The municipality gives the area for free.
- Materials are donated by private companies.
- teachers and students build the parklet.

Parklet Liceo Ulivi

Parklet Liceo Romagnosi

3. Via Toscana school area	
➢ IPSIA Istituto Professionale Primo Levi ➢ ITIS Leonardo da Vinci ➢ Istituto Tecnico Pietro Giordani ➢ Liceo Scientifico Musicale Attilio Bertolucci	
Action	***3.1 Implementation of pedestrian crossings in via Toscana and in via Lazio near the roundabout***
Framing	
Realization term	✓ Short term (1 year)
	Middle term (3 years)
	Long term (5 years)
Implementation costs	€5.000 - €10.000

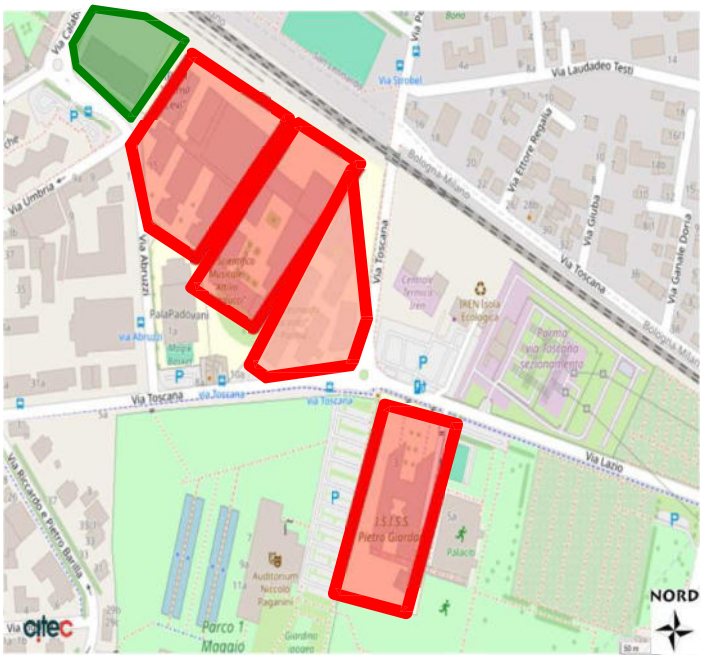
Description

The measure involves the construction of new pedestrian crossings on Via Toscana and Via Lazio, near undabout, with the aim of completing and standardising the existing network of pedestrian crossings serving chools of the area.
Renovation work is currently underway at the I.T.I.S. Da Vinci to create the “Computer Building” with Next ration EU funds. The project will involve the construction of a building with classrooms and will end in May resulting in an increase in school users.
The crossings implementation, which is expected to be completed in a short time, will be designed dering all the technical aspects necessary to guarantee its safety and effectiveness, including:

- **Improving visibility,** also by removing or repositioning any parking spaces that may obstruct the
- **Installation of vertical warning and indication signs**, to make the crossing easily recognisable;
- **Use of highly durable materials and high visibility paints** for horizontal road signs, to ensure asting durability.

This intervention is part of a broader program to make school entrances safe and to promote pedestrian ity in urban areas.

Example of raised pedestrian crossing and safety of pedestrian paths. Source: https://www.gazzettadiparma.it/

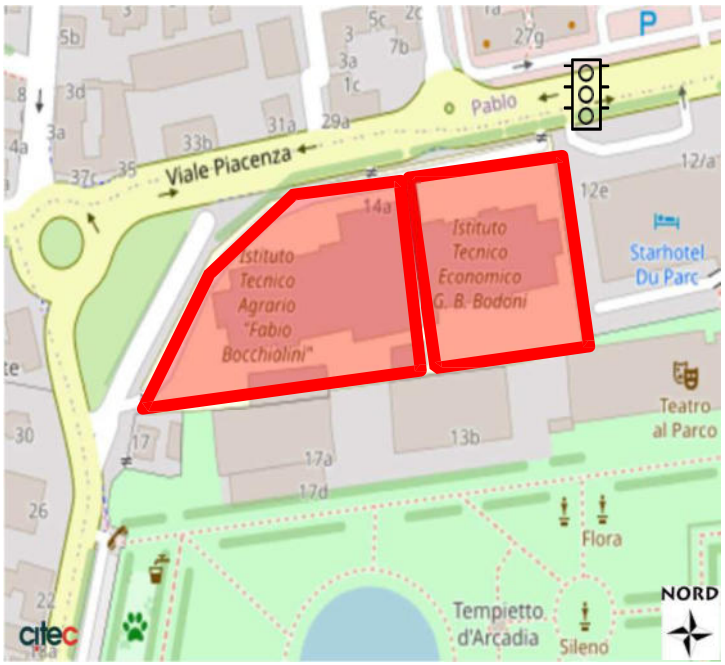
3. Via Toscana school area	
➢ IPSIA Istituto Professionale Primo Levi ➢ ITIS Leonardo da Vinci ➢ Istituto Tecnico Pietro Giordani ➢ Liceo Scientifico Musicale Attilio Bertolucci	
Action	***3.2 School street widening: traffic closure of p.le Sicilia and school timetable adjustment***
Framing	
Realization term	✓ Short term (1 year)
	Middle term (3 years)
	Long term (5 years)
Implementation costs	€1.000 - €2.000

Description

The square is currently open to traffic but borders Viale Abruzzi and Via Toscana affected by school closures during school closing times. Traffic flows present at the requested times must be analyzed and what happens in the event of closures in neighboring areas (e.g. Viale Fratti). It should be noted that the experiment carried out in September 2024 during the European Mobility Week did not cause problems.
The project involves the expansion of the school area along the adjacent road and the closure of Piazzale Sicilia to traffic, with the aim of improving student safety and promoting sustainable mobility.
This operation, which will be implemented in the short term, will involve:

- **The widening of pedestrian spaces and waiting areas for students and families, creating a safer and more livable environment**.
- **The installation of adequate signage to ensure correct management of pedestrian and vehicular flows during rush hour**.
- **The adjustment of the entry and exit times of the schools concerned, to harmonize the flow of students and optimize the management of local traffic**.

Piazzale Sicilia, visione Google Maps

4. Viale Piacenza school area	
➢ *Istituto Tecnico Economico Bodoni* ➢ *Istituto Tecnico Agrario Bocchialini*	
Action	***4.1 Implementation of an on demand traffic light in viale Piacenza***
Framing	
Realization term	Short term (1 year)
	Middle term (3 years)
	✓ Long term (5 years)
Costi di realizzazione	40.000 € - 45.000 €

Description

The initiative comes from the need to **guarantee greater safety conditions for students** who cross this important road every day, while contributing to improving the quality of urban pedestrian mobility.

Expected benefits are:

- **Increase of street safety**, thanks to a more precise regulation of vehicle and pedestrian flows during the time slots with the highest school traffic.
- **Greater protection for pedestrians**, through a controlled crossing system, reducing the risk of accidents and dangerous situations.
- **Optimization of vehicle traffic,** thanks to on-call technology, which limits the interruption of the car flow only in the presence of pedestrians;
- **Promotion of sustainable mobility,** encouraging walking and supporting the objectives of reducing urban pollution.

This intervention, which can be implemented in a short time, aims above all to slow down the flow of traffic and consequently to increase safety near the roundabout, at a point where the road geometry does not allow interventions on the road infrastructure.

4. Polo Viale Piacenza school area	
➢ *Istituto Tecnico Economico Bodoni* ➢ *Istituto Tecnico Agrario Bocchialini*	
Action	***4.2 Safety improvement of the bus stop nearby schools***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 years)
	Long term (5 years)
Implementation costs	30.000 €

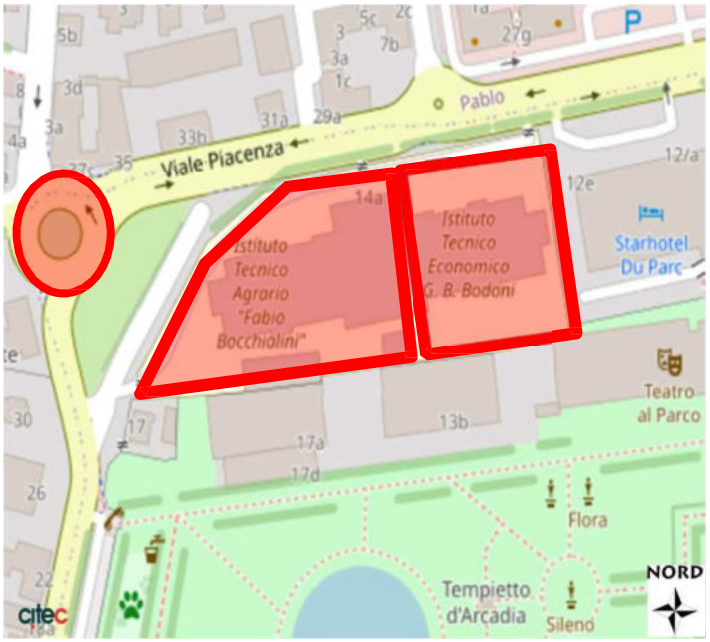
Description

Improving the safety of the bus stop requires an integrated approach, considering both the safety of passengers and that of vehicles in transit. Some of the solutions to be adopted can be:

- **Improved visibility and accessibility** through the installation of clear and visible vertical signs, adequate lighting and tractable surfaces for visually impaired users
- **Improved road safety and pedestrian protection** by isolating the waiting area with barriers or curbs to physically separate pedestrians from vehicular traffic, or installing parking deterrents to prevent unauthorized occupation of reserved areas
- **Implementation of the comfort and safety of the shelter,** through adequate maintenance and cleaning, clear information on lines and timetables, anti-vandalism panels.

This action should be integrated with the subsequent action 4.3 related to the Traffic Calming intervention on the avenue.

Examples of bus stops with improved safety

4. Polo Viale Piacenza	
➢ *Istituto Tecnico Economico Bodoni* ➢ *Istituto Tecnico Agrario Bocchialini*	
Action	***4.3 Traffic calming and road signs interventions aimed to moderate speed at the roundabout***
Framing	
Realization term	Short term (1 year)
	Middle term (3 year)
	✓ Long term (5 years)
Implementation costs	€18.000 - €22.000

Description

The traffic calming measures planned on Viale Piacenza in the roundabout near schools consist of interventions designed to reduce vehicle speed, improve road safety and make urban spaces more livable. The goal is to balance the mobility needs of vehicles with the safety of pedestrians and cyclists, while reducing noise and pollution.

The intervention can involve:

- **Speed bumps or raised crossings to force vehicles to slow down.**
- Rumble strips or vibrating pavements before pedestrian crossings.
- **Chicanes or roadway narrowing's,** to reduce available space and encourage more cautious driving.
- **Vertical warning with "School Area" signs** and specific speed limits.
- High visibility horizontal road markings, such as colored or reflective pedestrian crossings.
- **Speed cameras** and automatic violation detection systems.
- **Physical barriers** to prevent vehicle access to pedestrian-only areas.
- Wider and protected sidewalks to ensure student safety.

These interventions not only reduce speed, but often also improve the aesthetics of the urban space, increasing the quality of life for those who live in the areas affected.

Examples of traffic calming interventions

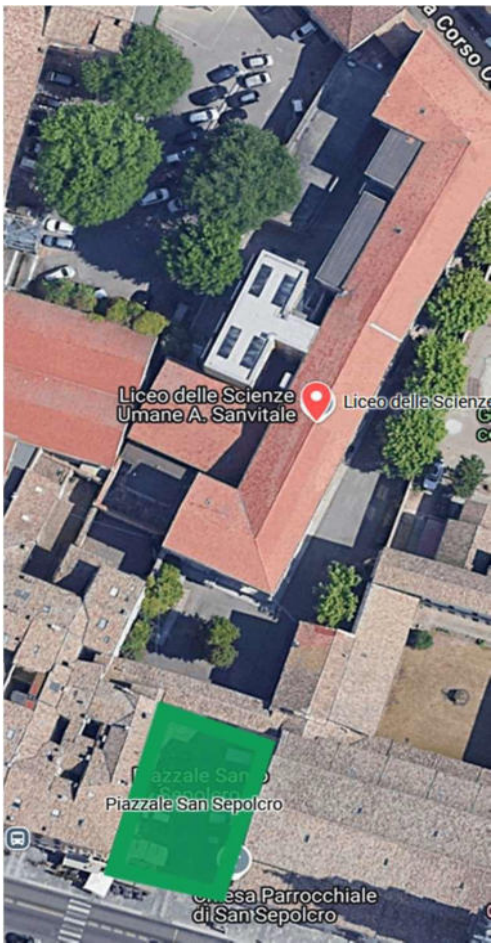
5. Liceo P. le S. Sepolcro	
➢ *Liceo delle Scienze Umane Albertina Sanvitale*	
Action	***5.1 Closure of piazzale San Sepolcro to traffic***
Framing	
Realization term	Breve termine (1 anno)
	✓ Medio termine (entro 3 anni)
	Lungo termine (entro 5 anni)
Implementation costs	100.000€

Description

The square is currently used for parking 8 authorized vehicles and an NGO van. It is located along the axis of Via Emilia in the historic center and is involved in a redevelopment project that will be presented to the Ministry by the Municipality. During the European Mobility Week of 2024, the Municipality of Parma successfully experimented with closing some areas to traffic, including Piazzale San Sepolcro.

The intervention, which can be considered feasible in an average time (within 3 years), has several advantages, such as:

- **Greater pedestrian safety:** reduction of the risk of road accidents during the entry and exit of students, thanks to the elimination of vehicular traffic in the school area**.**
- **Improved air quality:** reduction in air pollution, with positive effects on the health of students and school staff.
- **More livable and social spaces:** possibility of transforming the square into an equipped pedestrian area, with green areas, benches and meeting spaces for students and teachers.
- **Promotion of sustainable mobility:** incentive to use sustainable means of transport, such as bicycles and public transport, reducing dependence on private cars**.**
- **Urban enhancement:** improvement of the aesthetic and functional aspect of the area, making it more welcoming and pleasant for the entire school community.



Area di intervento, visione Google Maps

6. Liceo Via Toschi	
➢ *Liceo Paolo Toschi*	
Action	***6.1 Bike speed moderation with installation of barriers***
Framing	
Realization term	Short term (1 year)
	✓ Middle term (3 years)
	Long term (5 years)
Implementation costs	500 € - 1.000 €

Description

Moderating the speed of bicycles on the cycle path in Via Toschi is an intervention of considerable importance for the safety of students and in general of people who walk or stop along the sidewalk. The position of this cycle path makes its safety necessary, as it is promiscuous, presenting the greatest conflict during the entry and exit of students.

The municipal administration undertakes to adopt solutions within 3 years to moderate speed especially near the exit of the institute. Some solutions could be:

- **Targeted bottlenecks and narrowing:** temporarily reduce the width of the cycle path in some places to create a "funnel effect"
- **Speed bumps and raised crossings:** small speed bumps or raised platforms in the most critical points
- **Planters, benches and physical bollards** that visually narrow the cycle path. Some examples: