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**PROXIMITIES**

## **REGGIO EMILIA GREENWAYS**

A community-inclusive approach to sustainable mobility

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Reggio Emilia  
città  
delle persone

FONDAZIONE



PER LA PROGETTAZIONE INTERNAZIONALE

# Greenways



- One of the pillars of **sustainable mobility policies of Reggio Emilia**, complementing the wide network of cycle and pedestrian paths
- Lack of soft mobility infrastructures in the peripheral areas of Reggio Emilia, characterised by scattered dwellings and villages and often lacking direct and sustainable connections with core social places (parish, school, sports facilities, etc.), nearby villages or core urban functions in the City centre
- **Participatory approach** to actively engage the community in the identification of suitable solutions able to address local mobility issues while at the same time preserving the ecological value of peripheral and periurban areas

# Objectives

- To identify and develop **soft mobility and proximity solutions** in peripheral areas
- To develop and promote the **ecological, natural and cultural heritage** of the city outside the inner city center
- To strengthen **social cohesion**, by connecting places of community life and creating networks of sociability
- To engage local community in **completing / refurbishing a dense network of peripheral tracks**, comprising river/creeks levees, cart roads of farms and other paths and tracks in private properties, instead of planning investments in further road infrastructures.



# The neighbourhood labs

- Greenways became an example of **innovation in governance policies related to city management and policy formulation**, thanks to the active involvement of citizens, associations and the community as a whole
- The Municipality established “**Neighbourhood Labs**” with local citizens and associations for the co-design of specific activities and solutions tailored to the needs of each specific community
- **Citizenship Agreements**, approved and coordinated by the Municipality, to provide the overall framework for public-private partnerships for implementing shared projects/initiatives emerged from the Labs.
- The agreements detail the responsibilities of each party: Municipality, CSOs, citizens and any other stakeholders willing to develop new model solutions for sustainable mobility.

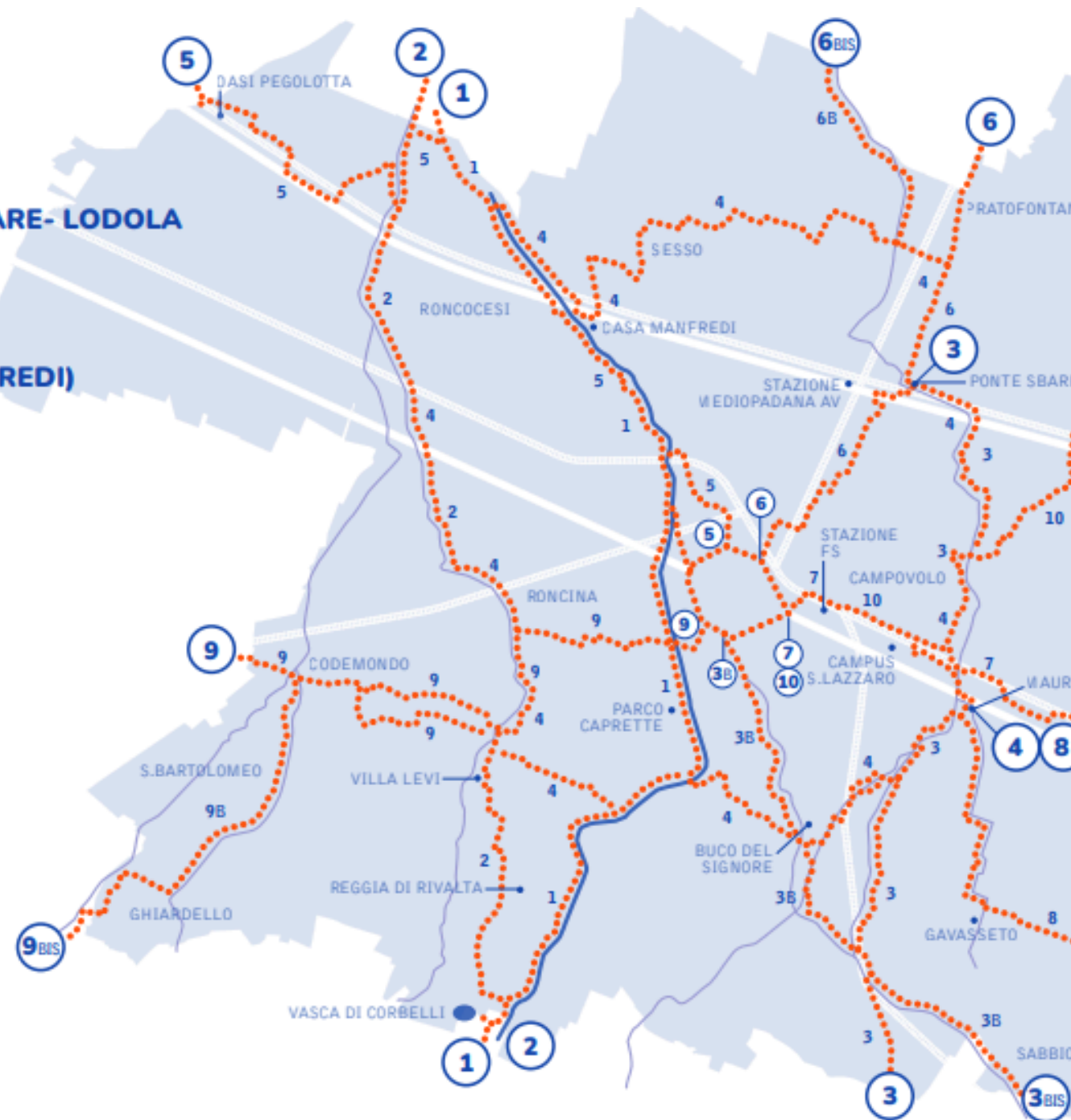


# Time and budget

- **Project Duration:** Initiated in 2015, with various stages and ongoing implementations across rural and peri-urban areas.
- **Funding:** Municipality funds minor infrastructure, signage, and communication, while an agreement was signed with the Italian Alpine Club for major maintenance. Monitoring and minor interventions performed by volunteers and local associations engaged in the Citizenship Agreements.
- **Responsibilities change according to the single project:**
  - The Municipality provides financial contribution to the projects and is responsible for overall coordination, monitoring, outcomes evaluation, communication and awareness raising
  - Association(s) responsible for the project contribute with voluntary works - for the Municipality this means constant monitoring and joint identification of problems, lower costs and shorter intervention times

# Local impact

- 1 CROSTOLO
- 2 MODOLENA
- 3 RODANO-ACQUE CHIARE- LODOLA
- 3BIS CANALE DI SECCHIA
- 4 GIRA\_RE (CASA MANFREDI)
- 5 FRATELLI CERVI
- 6 PRATOFONTANA
- 6BIS CANALE TASSONE
- 7 CASTELLAZZO
- 8 CORTICELLA
- 8BIS MARMIROLO
- 9 CANALE D'ENZA
- 9BIS RIO COVIOLA
- 10 CANALE NAVILE



- **23 greenways created since 2015 with a total of 250 km of paths** for leisure time, recreation, sport, the discovery of nature and cultural heritage
- **14 greenways (190 kilometres) integrated within the Sustainable Mobility Plan of the Municipality**, complementing the more traditional cycling & pedestrian paths
- More than **30 meetings organized** with local communities for the co-design of the paths
- New focus in the co-design of paths: not only mobility needs but also cultural significance of the area
- Improved cooperation networks among different CSOs operating in the area
- Significant increase in number and typology of users with improved awareness of the natural and cultural value of the territory

# Potential for transferability

- This good practice satisfies the sustainable mobility needs of citizens living in the peripheral areas and represents a good model for the development and knowledge of the territory from a tourist and naturalistic point of view
- The potential for transfer lies in the **methodology developed to guide the participatory process and in the governance framework** created to regulate the implementation of single projects defined by the Neighbourhoods Labs
- The success of the good practice strongly depends on the cooperation between the public authority (e.g. Municipality/Region..) and the local associations and citizens and in the positive response of various stakeholders in participating in the creation of political actions for the management of the city.

# Thank you!

[www.interregeurope.eu/PROXIMITIES](http://www.interregeurope.eu/PROXIMITIES)



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