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Living and Walking in Cities

Mobility, Public Space and Spatial Justice

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Bologna Città 30. Experiences and perspectives

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Abstract
Bologna is the first major Italian city to become a '30 km/h City', following the example of many other European cities.
Since its launch in 2022, the 'Bologna Città 30' Plan has marked the beginning of a technical process, culminating in the approval of the detailed Urban Traffic Plan in June 2023. Since then, the implementation of the plan, supported by an ongoing public communication campaign, has been constant. On January 16, 2024, implementation was completed with the start of roadside controls. One year after the adoption of this measure, the data feedback has been positive and encouraging. Today, it is clear not only that Bologna Città 30 offers the advantages of greater road safety, but also that this policy supports the implementation of new mobility strategies in defining alternative scenarios for the future of the city. In this regard, the construction of two new tramway lines currently underway and numerous projects dedicated to the implementation of cycling mobility correspond to a largely renewed image of the city and its future perspectives. This contribution illustrates the most important events in the aforementioned transformation, highlights some of its results and critical aspects, and outlines some perspectives on Bologna's future.

Keywords
Road safety; Bologna Città 30; Vision zero

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1. The construction of Bologna Città 30

The transformation of Bologna into a 30 km/h City follows a line of evolution that began in the late 1960s, when the Historic Center Plan gave rise to the first reflections on the importance of limiting car traffic and speed within the large historic center of the city (Orioli & Massari, 2020).

After some significant pedestrianization in the most central areas (via d'Azeglio, piazza Maggiore), in 1989 the entire historic center was transformed into the city's first 30 km/h zone. In 2005, the first 30 km/h zone outside the city walls was inaugurated, and in 2022, before the transition from a 'mosaic' of 30 km/h zones to a 30 km/h City was undertaken, this speed limit affected about 30% of the roads in the urban area.

The focus on road safety and the protection of the most vulnerable users has become increasingly important in the public debate, with dedicated observations in various areas of the city (see, for example, Pazzini et al., 2023). The decision to definitively transform Bologna into a 30 km/h City is in line with what many European cities have already undertaken, starting with the experiences of the 1990s in Graz and in Sweden, where the 'Vision Zero' that characterizes the current European approach was first experimented (Yannis & Michelaraki, 2024). The following pages describe the implementation process of Bologna Città 30, from the moment the political decision was taken to the first results of the monitoring. The authors of this contribution were directly involved in the realization of the project, in their roles as technical and political decision-makers.

1.1 Towards the 30 km/h city

The intent of transforming Bologna into the first major Italian 'Città 30,' which was definitively established in November 2022, had already been announced in the Sustainable Urban Mobility Plan (SUMP) approved in 2019. For the first time in Italy, the plan involved all municipalities of a metropolitan city and formalized a mobility modification strategy based on five major areas of concern: accessibility, climate protection, air quality, road safety, liveability and quality of life.

The SUMP also articulated a list of actionable targets, including the reduction of traffic-related greenhouse gas emissions (-40% by 2030), the improvement of road safety conditions (-50% of accidents by 2020, in agreement with the then current National Road Safety Plan) and the adoption of strategies to increase walkability, cycling and local public transport, in a spatial context which urges infrastructural change in order to promote and achieve this modal shift. Hence, the position endorsed by the SUMP identifies the street as a 'shared space,' which must be re-organized in order to ensure greater usability and interactivity simultaneously with better safety conditions for vulnerable users such as pedestrians and cyclists. Among the measures implemented to foster this transformation, the SUMP explicitly referred to Città 30, intended as a continuation and an extension of the traditional 30 km/h zones, that in Bologna already covered the entire historic centre and various peripheral residential areas, through "accompanying of widespread traffic calming measures and infrastructural redevelopment for the benefit of shared road space" (tr. from Città metropolitana di Bologna, Comune di Bologna 2019: 189).

After SUMP's approval, the effective implementation of Città 30 had been preceded and favoured by some significant civic experiences. During the Covid-19 pandemic, exceptional safety measures have been adopted to facilitate the implementation of social distancing and active mobility. As in many other cities (Ravagnan et al., 2022), this atypical and critical situation in Bologna soon revealed its considerable experimental potential, making it possible to conduct an initial investigation into the many ways in which public space can be perceived and used, with particular reference to the observation of schools and their surroundings. In this context, the plan "Spazio a Bologna!" represented a fruitful occasion to assist walkability and cycling, even by relying on "light" interventions and "tactical" operations (Comune di Bologna, Fondazione Innovazione Urbana, 2020). Later, these early solutions proved crucial in laying the foundations for a more comprehensive and articulated project to transform street spaces, which would be financed by Next Generation EU funds within the National Recovery and Resilience Plan (PNRR) (Orioli & Carlini, 2023).

The number of road accidents in the metropolitan area, although characterised by a progressively declining trend since the beginning of the 2000s (Fig.1), decreased considerably in 2020 due to the lockdown caused by the covid-19 emergency. With the return to pre-pandemic activities, however, the rate of accidents, together with the rate of fatal injuries, rose dramatically again. Concerning the metropolitan area, a comparison of the figures for 2020 and 2021 shows a total of 1,076 accidents, including 1,460 more injuries and 5 more deaths.

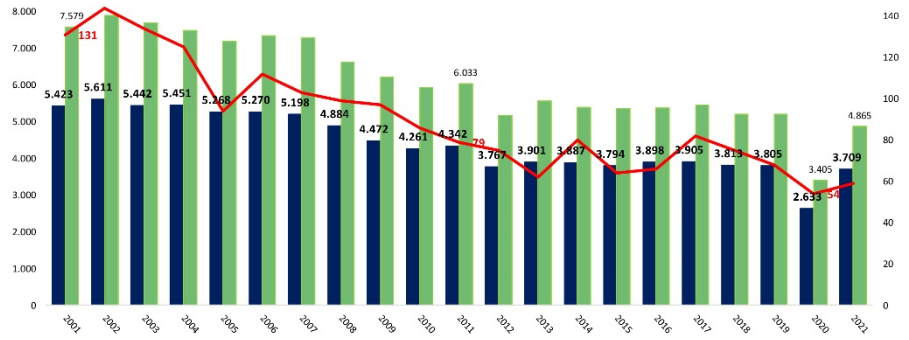

Fig.1 Road accidents data in the Metropolitan City of Bologna since 2001 to 2021 (blue: accidents; green: injuries; red line: trend of deaths)

With reference to the Municipality of Bologna, the worsening of accidents in 2021 is considerable (Fig.2). Data referring to the metropolitan area indicate, in accordance with the national trend, their major frequency in urban areas (74%), where the 39% of fatalities occurs. Consequently, the "accident density map" peaks in the urban area of Bologna (Fig.3).

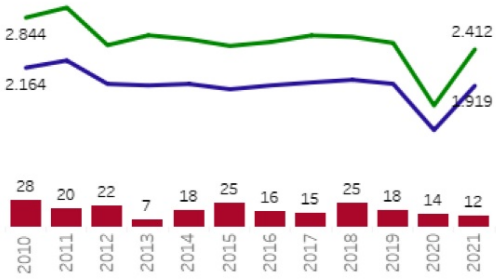

Fig.2 Road accidents in the Municipality of Bologna from 2010 to 2021 (blue: accidents; green: injuries; red: trend of deaths)

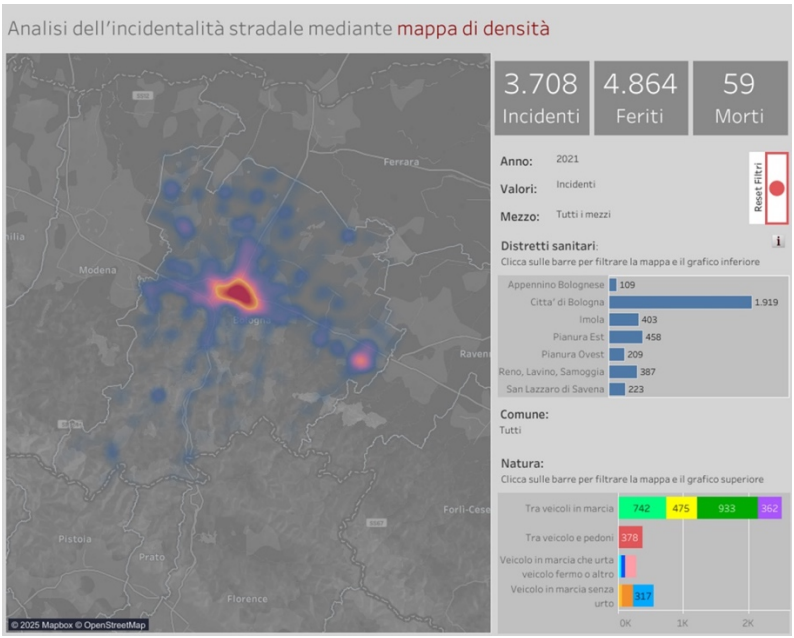

Fig.3 Road accident density map in the Metropolitan City of Bologna in 2021

In the wake of this remarkable increase in road accidents, tragically marked by fatal injuries involving cyclists and pedestrians, citizens and associations gathered under the name '30logna' to demand the implementation of Città 30 during the municipal election campaign in 2021. They solicited the commitment of the incoming mayor and engaged in awareness-raising that contributed to the extension of the debate at the local level, through the dissemination of knowledge of some pioneering and successful international models (see the 30logna campaign in https://bologna30.it/).

1.2 Bologna Città 30 detailed urban traffic plan

The actual realization of Bologna Città 30 is one of the 'flagship projects' of the current mandate, which started in October 2021. With respect to the administrative procedure, while SUMP and the General Urban Traffic Plan (GUPT) were already in force, the project of Città 30 materialized in a detailed Urban Traffic Plan, the result of a process initiated with a resolution on November 2, 2022. This resolution placed the realisation of Città 30 on the municipal agenda, as well as in the broader framework of national and European road safety policies (National Road Safety Plan 2030) and set the goal of 'Vision Zero' by 2050. In the document, operative guidelines for the execution of the project are given, i.e.: 1) the development of the detailed plan and the subsequent executive urban traffic plans for the implementation of dedicated road works; 2) the launch of a consultation programme oriented to citizens and representatives of workers and employees to share the envisaged transformations; 3) the introduction of a campaign dedicated to road safety education, to be primarily implemented in schools; 4) the arrangement of an adequate monitoring and control strategy to support the adopted measures.

This early resolution coordinated the various aspects involved in the foundation and later implementation of the Città 30 project, whilst laying the foundations for a complex project structure, which simultaneously engages various sectors of the municipal administration (such as technical offices, local police, schools, neighbourhoods' representatives, …) along with other city stakeholders. In this regard, some collaborations proved to be crucial, for instance that with the engineering society Polinomia Srl, in charge of realising the detailed Urban Traffic Plan, or with the Fondazione Innovazione Urbana, which coordinated the participatory process and the public information campaign.

The detailed plan, which required several months to complete, was ultimately approved by a second council resolution on June 13, 2023. This resolution marked the official launch of Città 30, with implementation beginning on July 1, 2023, and full enforcement scheduled for 2024.

Comparing the map of maximum permitted speeds up to 2023 with the one that came into force the following year provides an effective visual indicator of the change in the city's mobility system (Fig.4).

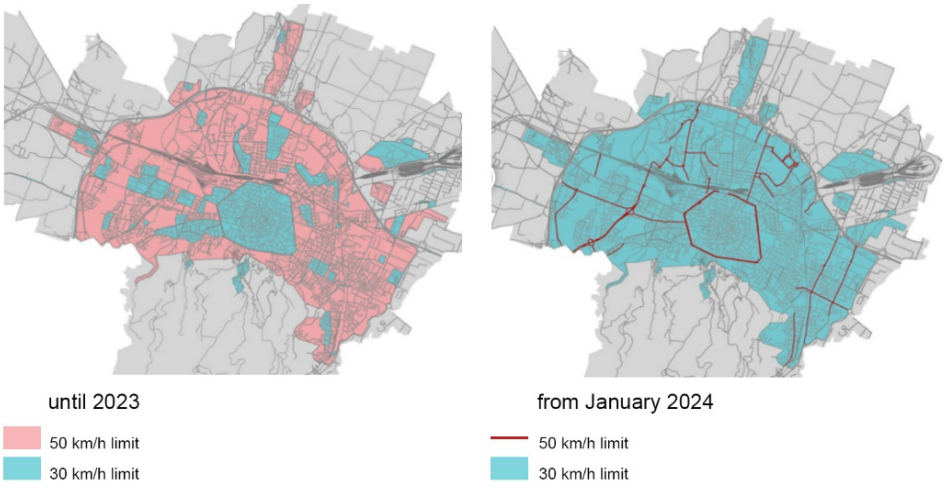

Fig.4 Left, map of the urban area of Bologna with the speed limits valid until 2023. Right, map of 30 km/h zones in Bologna as of the entry into force of the Città 30 plan in January 2024, where the 50 km/h road network is traced in red

The network of municipal roads measures overall 833 km, of which 750 km spread within city's urban area. Before the advent of Città 30, the 30 km/h limit was in effect on 213 km of roads, or 28,4% of the entire urban road network. With the application of Città 30 regulation entering into force in January 2024, the total sum of roads with a 30 km/h limit increased to 475 km, which corresponds to 63,33% of the entire municipal road system. Thus, an alternative structure emerges, in which most of the urban territory is composed of 30 km/h zones separated by a network of major arterials, where the speed limit is set to 50 km/h. This map is the result of a technical survey realized through the analysis of speed and accident maps referring to each single segment of city's road network (See the technical annexes to the Resolution DG/PRO/2023/146 and in particular the document 'Bo 30 Vol I vers 2_0,' chapter 3) and through the reference to specific cost-benefit analysis (Drufuca & Torriani, 2023).

Starting from the map that provides the reference for the regulation of speed limits in the urban area, the basic work for the actual implementation of Città 30 was started, consisting of replacing the vertical traffic signage and placing road marking so that the areas of application of the new limit are evident to drivers. Starting from the map that provides the reference for the regulation of speed limits in the urban area, the basic work for the actual implementation of Città 30 was started, consisting of replacing the vertical traffic signage and placing road marking so that the areas of application of the new limit are evident to drivers. This intervention, carried out between August and December 2023 for a total amount of 200,000 euros, included the following works (Fig 5):

- removal of 1,400 road signs that had become incongruous;
- installation of 800 new road signs (beginning, end and continuous zone 30);
- application of 300 road marks ('bolloni') on the ground.

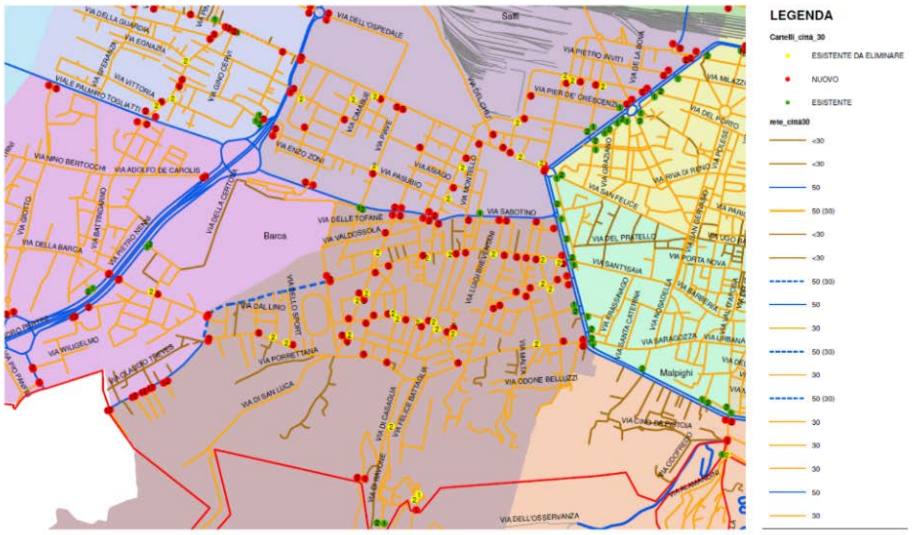

Fig.5 Detail of the urban area map with the indication of the location and type of signage interventions

More than a year after the implementation of the measure, the municipality continues to carry out considerable monitoring activities by assessing the impact of the new regulations on the different categories of drivers. Verified first of all that the implemented road signs, vertical and horizontal, were those necessary and sufficient as required by the Highway Code, in October 2024, work was started on the 'Executive project for the integration of horizontal, vertical and complementary signage in the total amount of 300,000.00 euros' in order to provide drivers with greater certainty of the limits to be respected. Therefore, a 'reminder' of the speed limit was carried out by means of the marking on the ground of the speed limit sign (the so-called 'bollone') at the main intersections or at sensitive places such as schools, health services and, in general, attractors of bicycle and pedestrian traffic. About 270 new road marks have been installed, while work is underway to install flashing beacons on zone 30 start signs.

The 30 km/h area is likely to expand, as several 50 km/h speed limits will be lowered to match the progress of infrastructural transformation of the road environment. As an example, Via Emilia di Ponente and Via di Corticella are being involved in the construction of the new tramway lines Red and Green. The inclusion of the tramway implies a general redesign of the road space enclosed between the side façades, a redistribution of the road section with reference to a diversity of mobility users, and a revision of the intersections to improve the safety conditions of pedestrian and cycle crossings (Orioli & Sgubbi, 2025).
In an effort to successfully complete the tramway line, the work to reorganize adjacent public spaces provides a relevant opportunity to review pedestrian circulation and implement speed moderation. In other words, the investment in sustainable public transportation is a complementary and qualifying step toward the realization of Città 30 (Fig.6).

Fig.6 The west segment of the Via Emilia (Via Saffi) before the insertion of tramway's Red line (left) and then completely redesigned in its current asset with ongoing works (right)

The decision to postpone the moderation of speed limits on certain roads as well as the implementation of site-specific solutions results from understanding the strategical importance of physical traffic calming interventions for the efficacy of road safety measures.

Fig.7 The school squares of via Di Vincenzo (top) and via Perti (bottom), before and after the permanent transformation

Besides the construction of the tramway, the rearrangement of road layout started straight after the post-pandemic time thanks to dedicated subsidies, in particular with React EU funds. A total deployment of around 24 million euros enabled the execution of works which are almost complete or in an advanced state of progress,

e.g. the completion of the 'Biciplan' main network, the expansion of pedestrian spaces and routes and the securing of crossings and walkways. These interventions can be sorted into three different types of technical solutions, whether they are 'expeditious' (road signs-based implementations), temporary (tactical urbanism') or permanent.

In line with the international approach that considers children to be the primary beneficiaries of urban safety policies (Stiuso, 2024), priority was given to interventions in streets and public spaces adjacent to schools, to safeguard both children and adolescents and promote the development of a specific communication programme in cooperation with the municipal school office and the pedagogic institutions, with the ambition of adding an education in mobility to school programmes (Orioli et al., 2023). The construction of new school squares was an opportunity to experiment both permanent (Fig.7) and 'tactical' (Fig.8) solutions. In both cases, thanks to the collaboration with Fondazione Innovazione Urbana, an assessment of how the use and attendance of public spaces have changed after urban transformations was conducted, according to the established analytical methodology of 'public space-public life studies' (Gehl & Svarre, 2013).

In the case of via Procaccini tactical urbanism intervention, on-site observations (Fondazione Innovazione Urbana, 2023) were supplemented by instrumental surveys which provide a precise monitoring of the changes generated by this work, with regard to some qualifying aspects, such as the increase of spaces for socialization, the spread of active mobility, and the improvement of road safety conditions (Fig.9) (Systematica, 2022).

Fig.8 Tactical urbanism intervention for the realization of a school square in via Procaccini

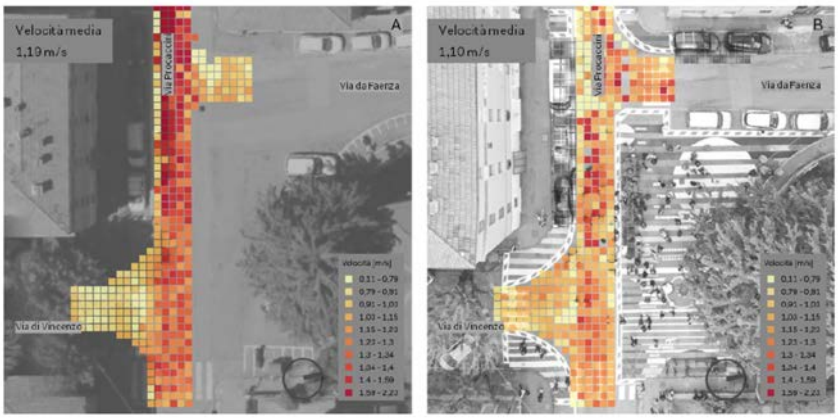

Fig.9 Instrumental monitoring before and after the intervention in via Procaccini: variation of vehicles' average speed

Overall, Città 30 is not simply an operation of traffic regulation, but a plan which coordinates a process of physical transformation of urban public spaces. In this respect, its realisation entails different timeframes, since the modification of rules, although complex and perfectible, can be realised in the short to medium term,

while the transformation of roads requires more phasing in both the drafting of projects and their implementation.

1.3 The communication campaign

The spread of 30 km/h zones produces a real paradigm shift in mobility practices, as a new rule is standardised that makes the 50 km/h speed limit, normally associated with urban areas, an 'exception.' This shift, which is behavioural and cultural, is not merely prompted by modifications to road signs or variations in street layout but needs to be accompanied by information campaigns and knowledge sharing.

Besides the work conducted nearby and in collaboration with schools, Città 30 plan has been preliminarily shared in all city's neighbourhoods during the launch of Participatory Budget in 2023 and supported by a public information campaign which followed the various operative phases, sponsored jointly by the Municipality and Fondazione Innovazione Urbana and curated by the communication agency Sottosopra.

The communication campaign was conceived with two aims: to raise awareness and inform citizens about the concept of Città 30 and to encourage people to change their mobility behaviours. This parcourse was articulated in three main phases: the pre-launch phase, which coincided with the beginning of the plan's implementation in summer 2023 and aimed to generate interest and curiosity about the project; a second phase focused on highlighting major positive changes (from autumn to the end of the year, during the entry into force of the new regulations); and a third phase, involving the direct engagement of citizens, which took place alongside the official implementation of Città 30 on January 16, 2024.

In the pre-launch phase, a 30-question questionnaire was made available online for over three months, from June 17 to October 8, 2023. It received 19.733 responses, including 10.169 fully completed submissions. The result was remarkable, especially considering that similar initiatives in cities experimenting with reduced speed limits, such as London and Paris, received significantly less feedback (around 2.000 submissions in London and 5.000 in Paris). Moreover, the questionnaire offers a meaningful insight into citizens' expectations and concerns. On one hand, the general perception of road insecurity is confirmed, particularly among women and elderly people. This concern is one of the most frequently raised issues in citizen reports but also in the periodical open assemblies with the Mayor and the City Council ('dillo al Sindaco' and 'Settimana del Sindaco in Quartiere'). This concern led to calls for various street modifications (such as speed bumps, raised crosswalks, etc.) and for increased enforcement by the local police. On the other hand, fears about the implementation of Città 30 stem from a common belief that the measure will not be respected and will fail to bring about the desired change, instead leading to an increase in fines, longer travel times, more traffic queues, and greater congestion (Comune di Bologna, Fondazione Innovazione Urbana, 2023).

Besides the clamour engendered by political disputes over the issue of Città 30, both at the local and national levels, the potential and key critical elements highlighted by the public debate in response to the proposal and subsequent implementation phases of the plan are the same as those that emerge from the questionnaire (Fig.10).

Fig.10 Results of the questionnaire: utility indicator (left) and concern indicator (right) of Città 30

The validation of these expectations and concerns is entrusted to the implementation of the project, the gradual adaptation of citizens, and the monitoring efforts that began alongside the implementation of the plan.

2. Bologna Città 30 is on the road

2.1 The road controls

Since its entry into force on January 16, 2024, Città 30 has been supported by road controls conducted by the local police. Controls using information detection systems and mobile speed cameras were carried out in correspondence to appropriately indicated positions. Rather than serving a punitive purpose, they aimed to inform the public about proper civic behaviours and to raise awareness of the importance of respecting the new speed limits. In the early 6 months of Città 30's implementation, local police conducted controls over 122 days, monitoring 11,305 vehicles and issuing 1,603 sanctions. 87 speeding fines can be counted for an exceeding the 30km/h limit, while 169 for the exceeding of 50km/h. The most recurrent violation among drivers was not wearing seat belts (300 fines). Cyclists, on the other hand, were mostly sanctioned for running red lights (145). This data highlights that the presence of local police was aimed at ensuring overall compliance of circulation rules, without excluding any category of road users. Thus, this field work serves as a guarantee for better safety conditions for everyone, as it goes beyond simply sanctioning speeding violations. It addresses the need to correct people's behaviours and enables a more efficient system of regulatory controls (such as insurances, licenses, vehicle inspections, etc.).

Road checks and related reports constituted an early database contributing to the monitoring of Città 30. This continuous record of data accompanied each phase of plan's implementation and was mainly based on the observation of local trends.

2.1 Monitoring

Six months after the launch of Città 30, the first monitoring results were published, offering an encouraging outlook despite the short sampling period.

Regarding accidents, in comparison with the average for the first six months of the years 2022 and 2023, there was an 11% decrease in crashes and a 12% decrease in injuries, along with a 33% reduction in fatalities and a 38% decrease in serious injuries (red code). In terms of mobility, a 3% decrease in vehicle traffic was observed, corresponding to 6.300 fewer vehicles on an average working day. This reduction was recorded in sections of the traffic light network along the main radial roads in the city districts, designed to intercept traffic flowing both toward the city centre and the outskirts. At the same time, a 12% increase in bicycle traffic occurred, equivalent to 160,000 additional trips recorded in the four continuously monitored areas of the city, along with an 11% rise in the number of local public transportation users. Lastly, from an environmental perspective, nitrogen dioxide emissions at the Porta San Felice station, Bologna's "urban traffic station" within regional air quality monitoring network, recorded the lowest value in the past eight years, showing a 23.1% decrease (Comune di Bologna, Fondazione Innovazione Urbana, 2024).

The same monitoring process was repeated at the end of the first year, again using 2022–2023 (Comune di Bologna, Fondazione Innovazione Urbana, 2025) data for comparison. Results confirmed a general decrease in crashes, injuries, and severity of accidents, with fatalities reduced by half and, for the first time since 1991, the earliest year for which national data is available, no pedestrian deaths were recorded. The monitoring also confirmed a shift in citizens' mobility preferences, with a 5% decrease in vehicle traffic, a 10% increase in bicycle use, and remarkable growth in the use of bike sharing (+69%) and car sharing (+44%). An additional aspect to include is the significantly greater use of the metropolitan railway service, with a 17% rise in the number of trips and a 31% increase in passengers (growing from 1.8 to 2.4 million) compared to the previous year. The above data should be contextualized by considering the various incentives dispensed by the

Municipality, including the fact that public transportation subscribers benefited from free bike sharing from June 2024 to the end of the year, thanks to the contribution of national funding. The increase in the attendance of Servizio Ferroviario Metropolitano (Metropolitan Railway Service) is linked to the investments that enabled the re-organization and re-connection of the Porretta–Casalecchio–Pianoro route (SFM1 Line), making train travel more appealing for passengers crossing the city from west to east, and resulting in a 39% rise in usage.

Fig.11 Summary of monitoring results with respect to average 2022–2023 values

In conclusion, from an environmental perspective, the reduction in nitrogen dioxide levels was confirmed, showing a 29.3% decrease compared to the 2022–2023 annual average (41 μg/m³). In absolute terms, this represents the lowest value recorded in the past 10 years (Fig.11). The monitoring activity was based on the average of the two previous years, 2022 and 2023, to provide the comparison with a sufficiently recent period and exclude pandemic time, which constitutes an exception in terms of mobility data. Although the work of monitoring offers a positive contribution in the analysis and reading of mobility trends, it needs to be strengthened through continuous data collection over the medium to long term. One evident gap consists in the lack of reference data regarding changes in average speeds within the city. To issue this insufficiency of data, an agreement was made between the Municipality of Bologna, Fondazione Innovazione Urbana, Unipolis Foundation, and Unipoltech. Hence, a 'dashboard' was developed for the collection and observation of floating car data gathered from the black boxes installed in vehicles by the Unipol insurance company. The dashboard, currently undergoing testing, collects data on vehicle flows along 10 major city's roads, thus enabling the analysis of traffic streams, speeds, driving behaviours, and records of both major and minor accidents. While processing the collection and analysis of these data, a second set of TomTom data was included, following the 2022 dataset, which was used to establish the project baseline. The 2024 TomTom data for the urban area of Bologna shows an average speed of 35.5 km/h, marking a decrease of 2.1 km/h compared to 2023. Travel time for a 10 km route in 2024 was 16 minutes and 54 seconds, an increase of 1 minute over the 2023 figure.

3. Some final considerations

The Città 30 process shows that the decrease of speed limits produces effective and encouraging results in reducing the number and the severity of road accidents. In order to reach this outcome a plan was structured which encompasses the following four aspects: 1) the definition of new regulations in concomitance with a redesign of City's speed map, as well as the instalment and on-site testing of related road signs; 2) the scheduling, design and realisation of a coherent set of interventions aimed at transforming public space, with

a special attention to schools; 3) supporting change through actions which are meant to contribute information, sensibilization and involvement of citizenship; 4) the programming of road controls.
This structure was developed by drawing on some of the most interesting international experiences (Brussels, Valencia, Graz) and has many points in common with the work carried out by other European cities in the field of road safety and speed limit reduction. In fact, it reflects the complexity of the Safe System Approach and confirms that addressing the issue of road safety produces a transformation that goes beyond mobility, involving a comprehensive vision of sustainability and urban innovation (Pezzagno & Richiedei, 2022). The joint effort among cities that made Bologna's transformation possible continues, also with reference to opportunities and limitations in the implementation of projects, in particular thanks to the space made available by Eurocities, which has set up a Task Force dedicated to 30 km/h Cities coordinated by Bologna and Budapest.
In this context, the construction of the Bologna Città 30 project emerges as a transferable and replicable format, both in terms of its structure and in terms of public communication and support for the measures taken. Città 30 is a 'plan in progress,' as it does not conclude with the entry into force of the new rules. The various measures composing the program follow different timelines, and the intended change is both cultural and behavioural, requiring a process of discovery and adaptation for the public. The construction, implementation and management of a new mobility plan is a challenging activity for a municipal administration, implying intensive and continuous work across different departments and offices and an organisation capable of making permanent use of external contributions. Monitoring is an integral part of this plan and needs to be continued in the short and long term; based on the collected data, the plan can be revised and corrections to the adopted measures can be implemented. In the city of Bologna, monitoring has been structured on municipal databases, the regional environmental agency, the local health authority and the company that manages local public transportation, but to obtain a complete picture it is also necessary to acquire data that is normally unavailable to the public administration. This raises the issue of continuous data acquisition and management, thus suggesting a possible relationship between this activity and more complex projects such as the construction of an urban digital twin. In conclusion, the reported monitoring data show how the implementation of Città 30 fits into a context of profound change in Bologna's mobility. The reduction in vehicle flows and the simultaneous increase in active mobility, vehicle sharing and the use of local public transportation show that significant changes are taking place towards the modal shift envisaged by SUMP 2019. These changes are the result of a set of complex and interdependent actions, which benefit from physical transformations and rule changes as much as they profit from service enhancement and reinforcement (renewal of local public transportation, implementation of metropolitan rail services, incentives to vehicle sharing, etc.). Working on changing urban mobility in a more sustainable and equitable direction cannot be separated from what has been mentioned above, and it is crucial that continuity of policies and funding is granted on a national basis.

Authors' statement

As is well known, the "Bologna Città 30" detailed urban traffic plan has faced political opposition at both the local and national levels. After its implementation, the plan was challenged in the regional administrative court, which recently annulled the measure (January 2026).
In its ruling, the court did not question the results achieved in two years of Città 30 but stated that the implementation of the measure needed to be reviewed and corrected. The municipality was asked to determine the presence of sensitive targets and then to define the new speed regime street by street. The implementation of Città 30 has therefore entered a second phase (with the Council resolution dated 10 February 2026), in which the regulations amending the maximum speed limits are being revised.
The aforementioned resolution establishes the guidelines for the new plan, developed through an analytical survey that follows the criteria indicated by the Ministry and approved on March 17, which is implemented

through ordinances referred to the various "neighborhood zones" (zone di prossimità) that characterize Bologna's urban fabric.

The new plan will enter into force on April 20, 2026.

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Image Sources

Fig.1: Città metropolitana di Bologna, Osservatorio incidenti stradali, [retrieved from

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Fig.2: Città metropolitana di Bologna, Osservatorio incidenti stradali, [retrieved from https://www.cittametropolitana.bo.it/statistica/Engine/RAServeFile.php/f/news/0-CM-Bologna-Incidenti_2021.pdf];

Fig.3: Città metropolitana di Bologna, Osservatorio incidenti stradali, [retrieved from https://www.cittametropolitana.bo.it/statistica/Engine/RAServeFile.php/f/news/0-CM-Bologna-Incidenti_2021.pdf];

Fig.4: Comune di Bologna, Fondazione per l'Innovazione Urbana [retrieved from https://bolognacitta30.it/];

Fig.5: Comune di Bologna, Mobilità Sostenibile e Infrastrutture;

Fig.6: Google Maps; Comune di Bologna;

Fig.7: Comune di Bologna, Fondazione per l'Innovazione Urbana;

Fig.8: Comune di Bologna, Fondazione per l'Innovazione Urbana;

Fig.9: Fondazione per l'Innovazione Urbana, Systematica;

Fig.10: Comune di Bologna, Fondazione per l'Innovazione Urbana;

Fig.11: Comune di Bologna, Fondazione per l'Innovazione Urbana;

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