

# Sustainable Urban Mobility Plan of the Metropolitan City of Rome

## Approach, process & proposals

### **GO-Mobility**

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Communication Plan of the SUMP

# Preamble

1. Area
2. Vehicle fleet
3. Mobility demand
4. Timeline

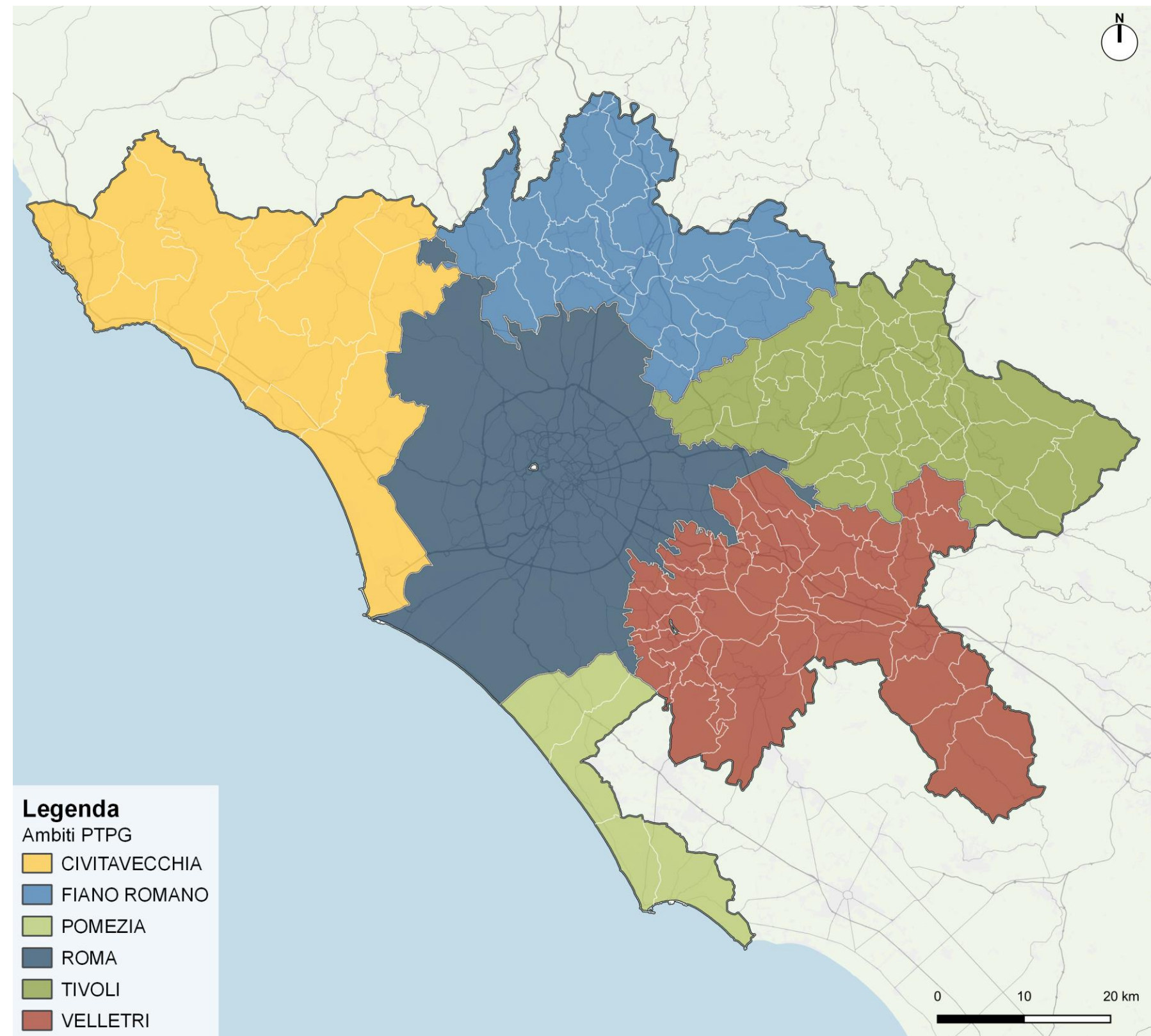


# Preamble Area

**120+1** municipalities

**+4 million** inhabitants

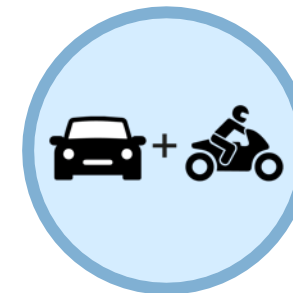
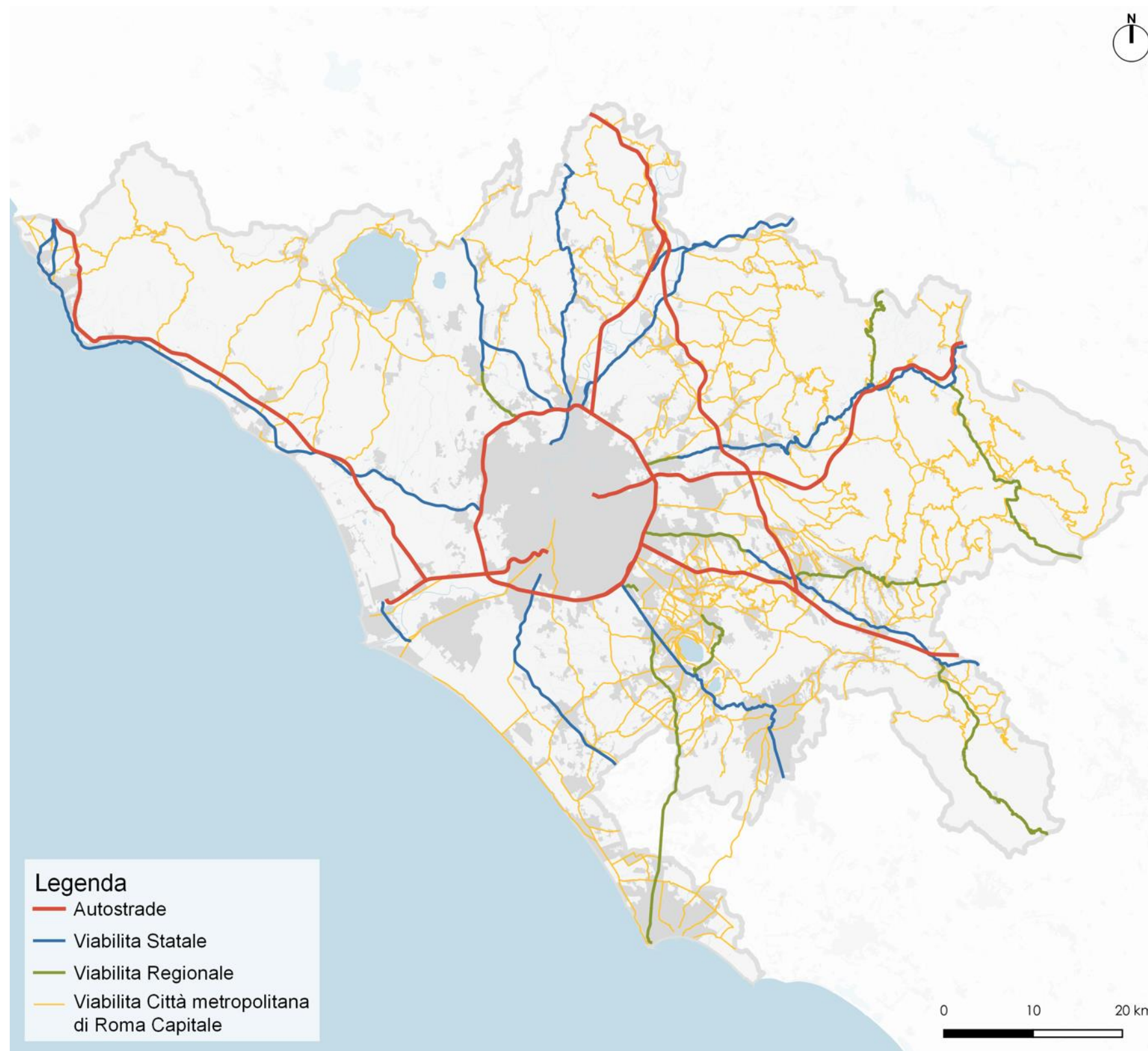
**5.352** km<sup>2</sup> of extension





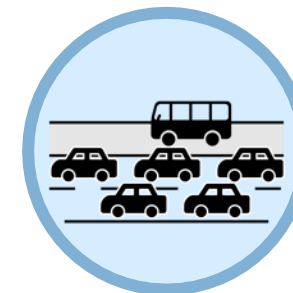
Preamble

# Vehicle fleet



**2,8mln**

Cars + motorcycles



**767**

cars/1.000 inhab.



**11,2 years**

Average age



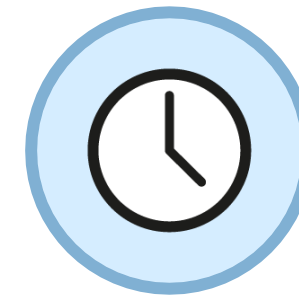
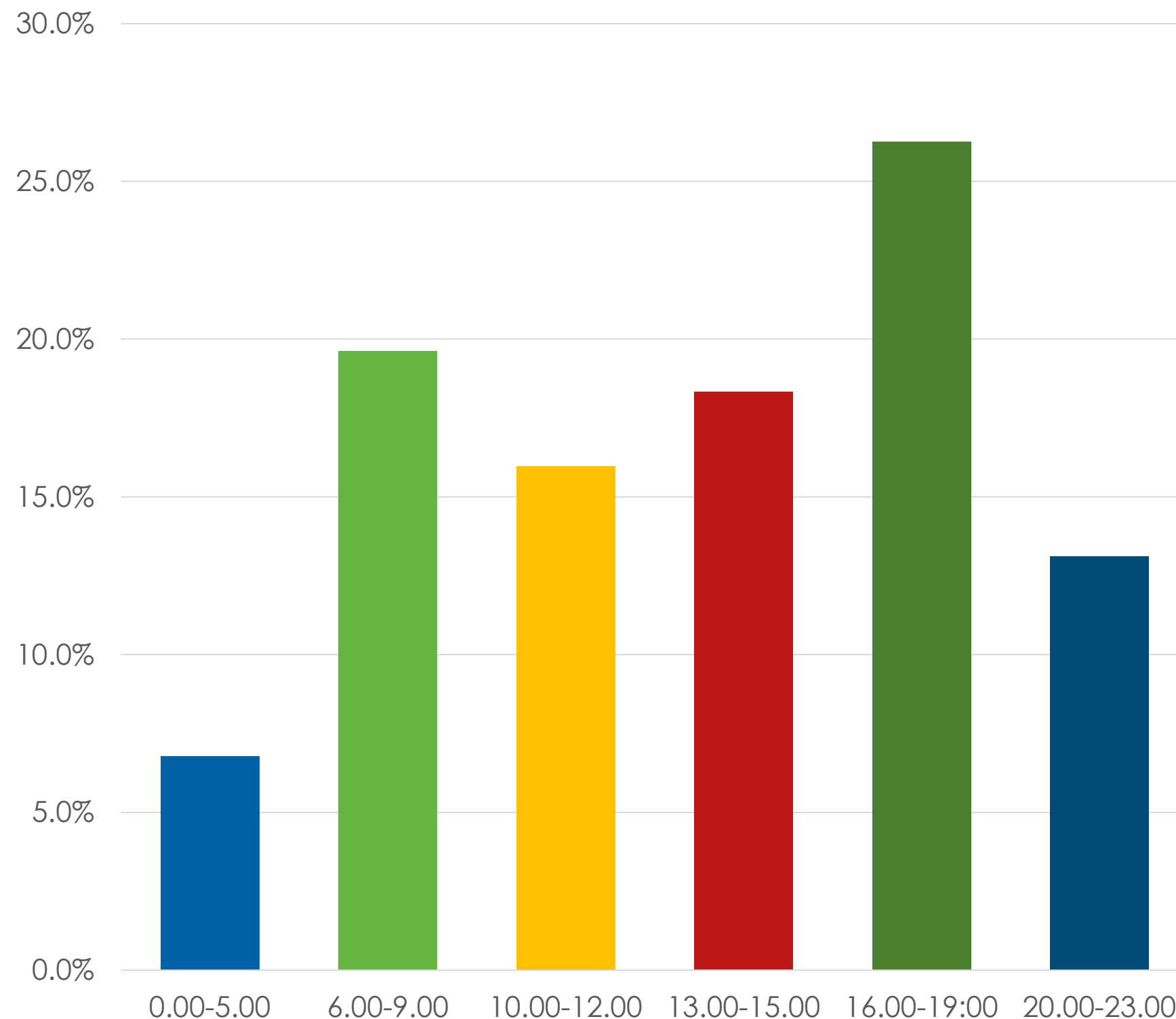
**3000 km**

Main roads

Preamble

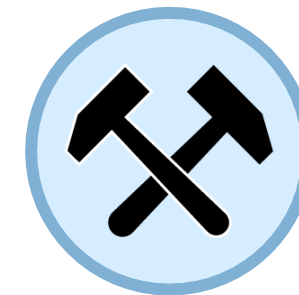
# Mobility demand obtained from Big Data

Average distribution of trips



**1,8 mln**

Between 16:00 - 19:00



**46%**

Users of age 41 - 65 ys.



**6,5%**

From abroad

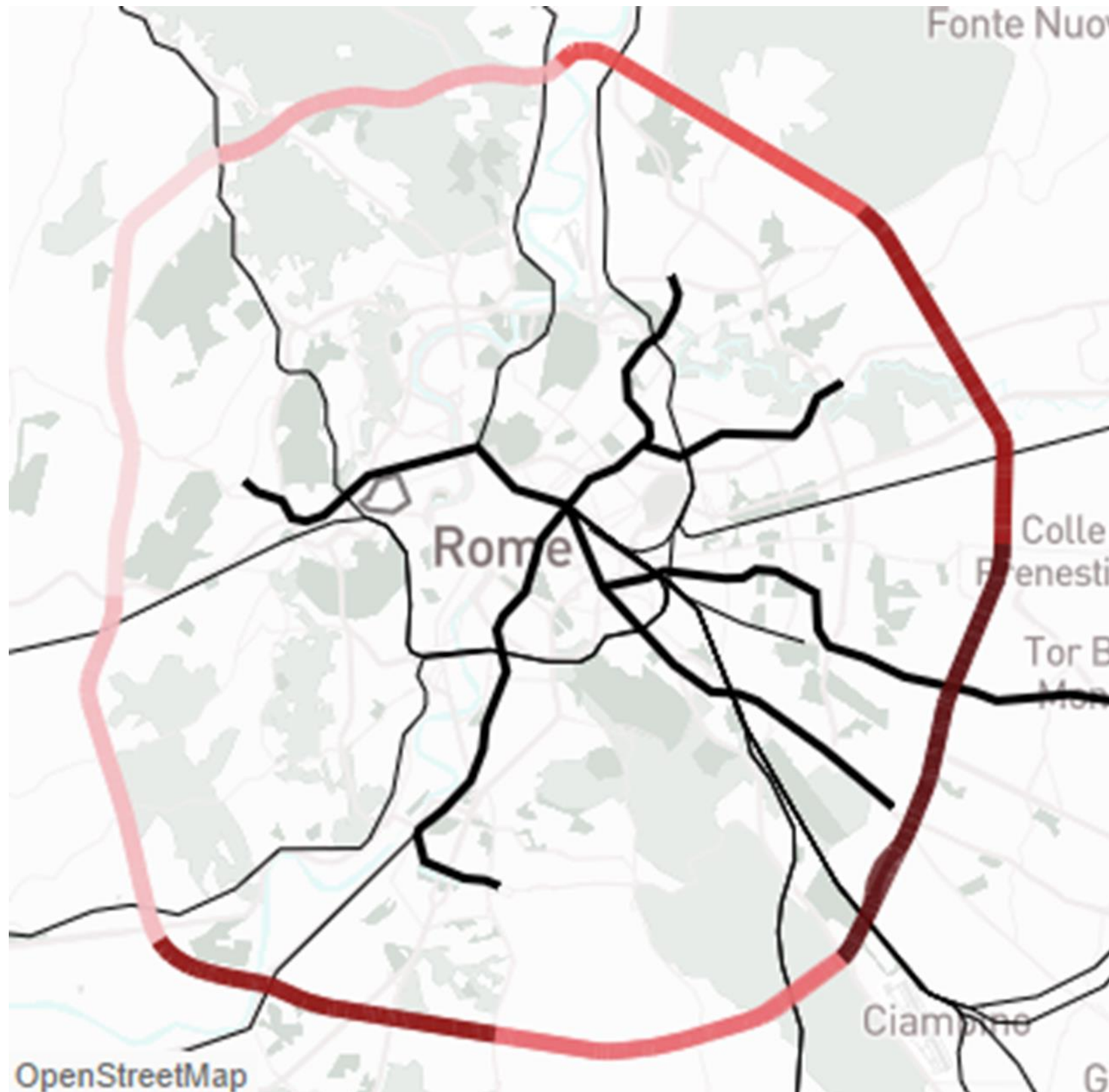


**30%**

Users doing +4 trips/day



# Mobility demand regarding the GRA



**420k**

Daily trips



**25%**

<10km



**100k**

Vehicles each day from  
the metropolitan area  
towards Rome

# Planning tools

We have worked on the development of the following planning tools:



**Sustainable Urban Mobility Plan (SUMP)**



**Public transport plan**



**Biciplan**



**Mobility Plan for people with disabilities (PMPD)**



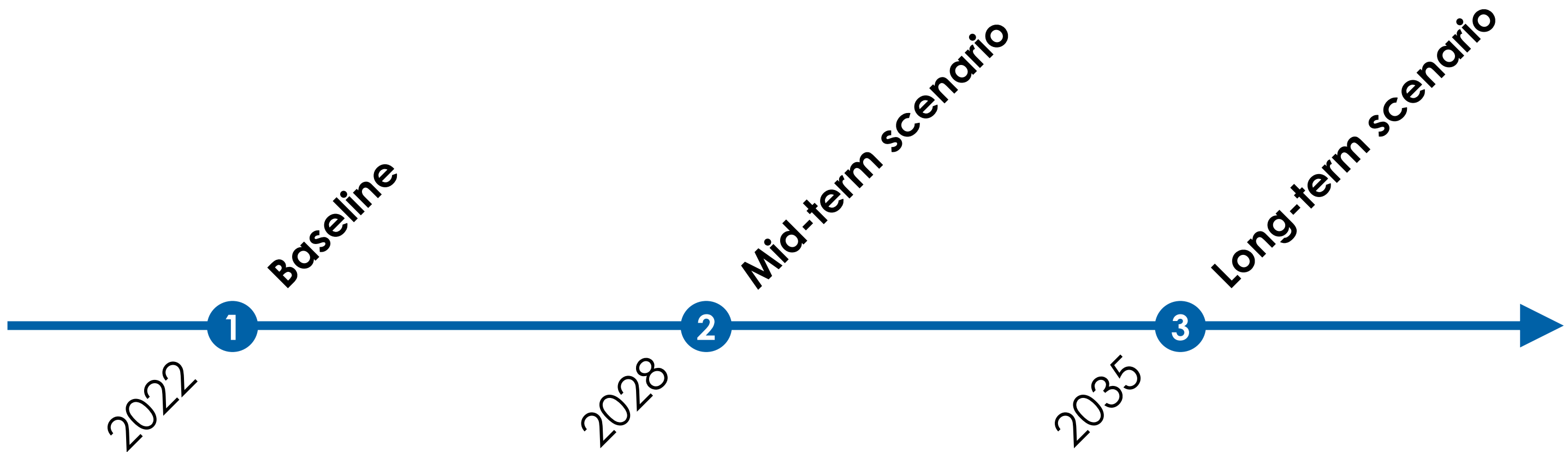
**Sustainable Logistics Plan (PMLS)**



**Guidelines for the general territorial plan of the province (PTPG)**

# Timeline

Planning of scenarios:





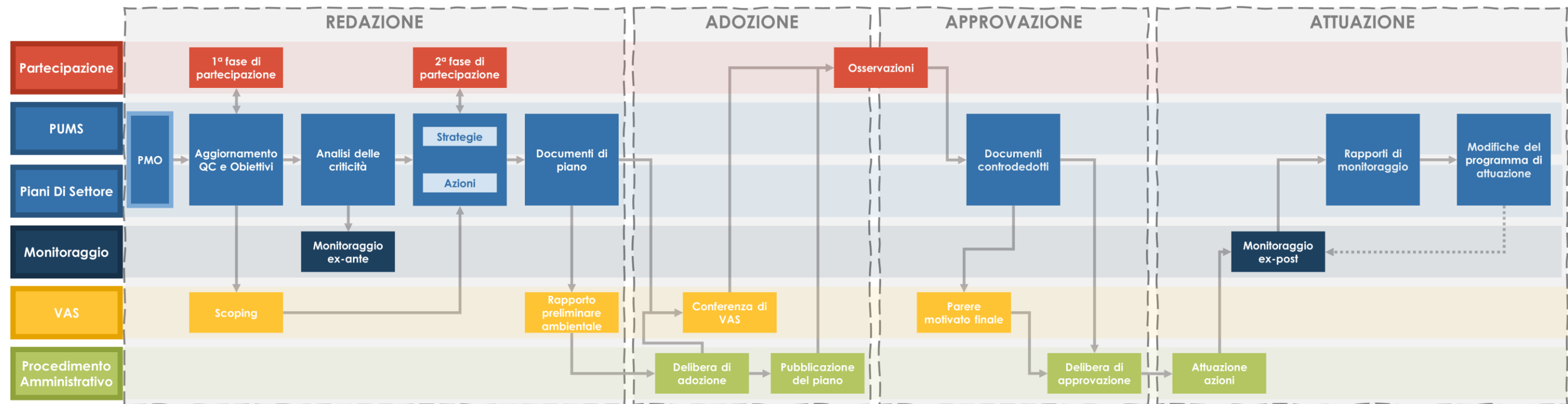
# Working method

**1.** Levels of work

**2.** SUMP's and other Plans



# Levels of work



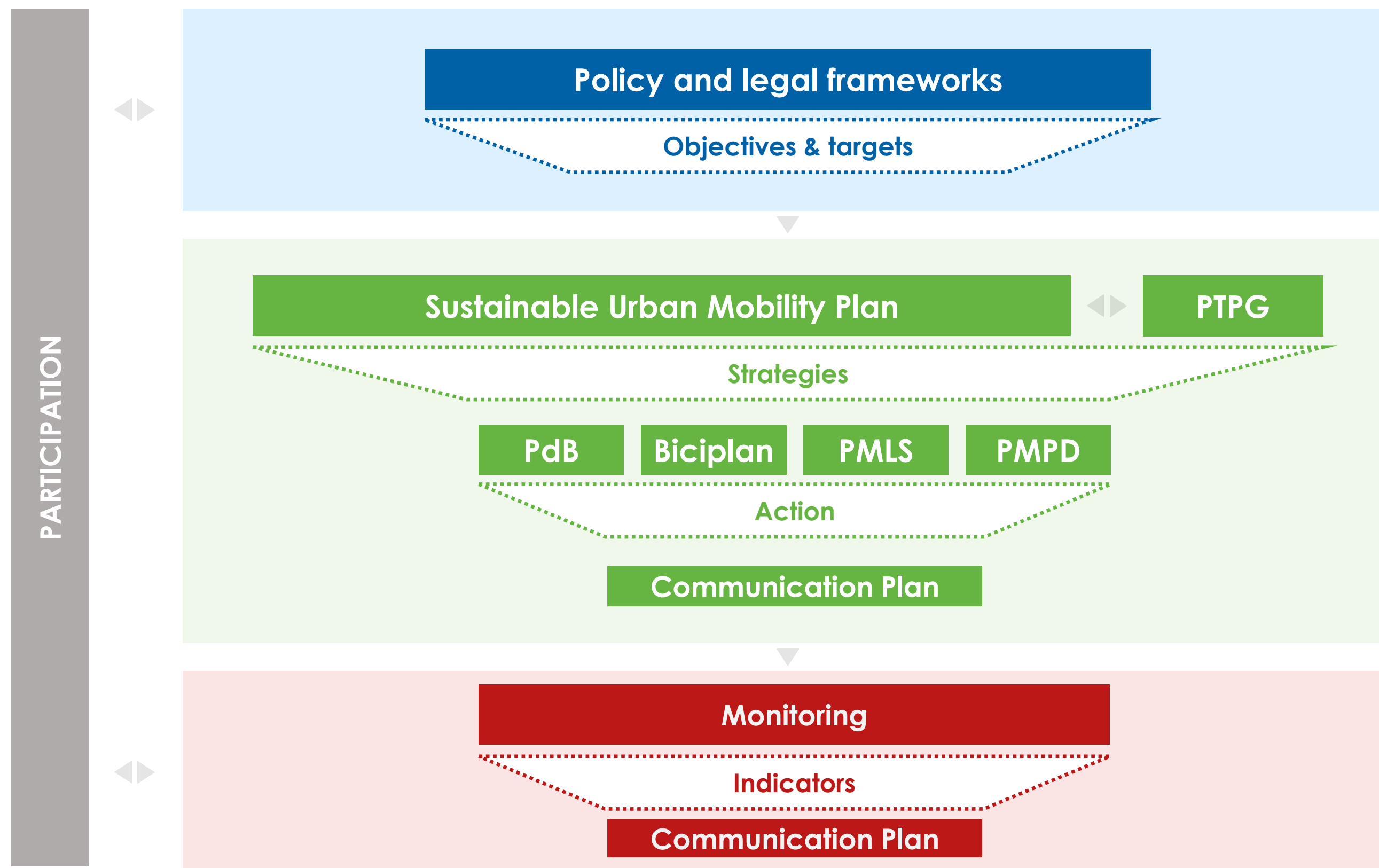
## 5 levels of activities

- Partecipazione
- SUMP & Sector Plans development
- Monitoring
- Strategic Environmental Assessment
- Administrative process

## 4 macro operating phases of the Plan

- Redaction
- Adoption
- Approval
- Implementation

# Connecting the SUMP with the other Plans





# Approach

1. Participation process
2. O.S.A.

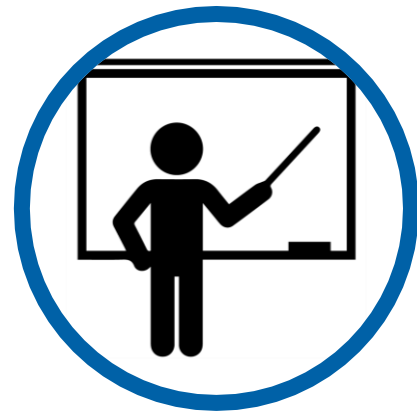


Approach

# Participation process: approach

38 events

from feb 2022 to mar 2023



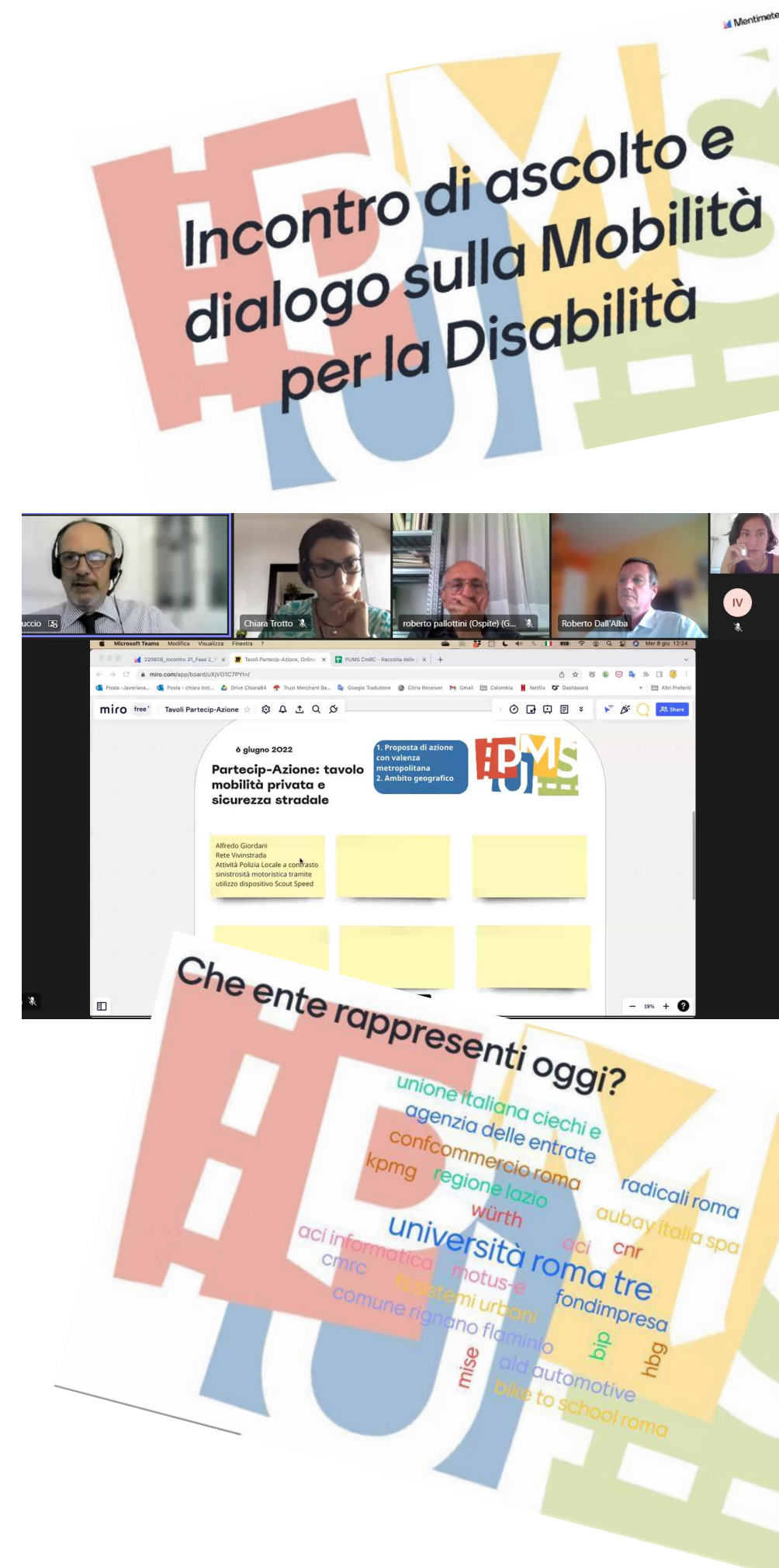
**(in)formation**: building a «common language» and the work method to better work together; conceiving the SUMP as an opportunity to learn



**Listening**: incorporating the voices of the people who live and know closely the territory (SWOT; objectives; actions)



**Assimilation**: incorporating the change; integrate inputs and proposals in the Plan



# Participation process: the numbers

38

**Events**

organised in 1 year

445

**Stakeholders** mapped

1.266

**Total registrations**  
to the events

5.600

**People contacted**  
for a telephone survey on mobility  
habits and preferences



**PUMS Open Day**

Per una cittadinanza (in)formata


**SAVE THE DATE!**

**Mercoledì 16 Febbraio 2022**

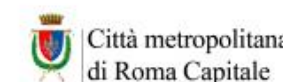
**Ore 18-19 in diretta streaming**

La **Città metropolitana di Roma Capitale** apre le porte alla cittadinanza per un momento di formazione sul **percorso verso il PUMS** metropolitano.

**Special guest:** l'ing. Andrea Spinosa, esperto in pianificazione territoriale e dei trasporti, offrirà una panoramica dei **migliori esempi di PUMS** in UE.

Segui la diretta sul canale YouTube 

**"PUMS Città metropolitana di Roma Capitale"**





# Participation process: the effects over time

1

Refresh & prioritisation (weighing) of SUMP's **objectives**

2

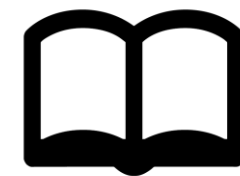
The objectives chosen are the basis of **strategies** & **actions**

3

The **proposals** gathered and the **observations** made to the documents becomes part of a shared plan

# OSA! Objectives, Strategies and Actions

**Objectives, strategies** and **actions** developed together with the stakeholders during the **participation process** and following the national guidelines and the orientations coming from the other levels (e.g. **armonisation** with Rome's SUMP)



## Objectives & target

What achievements  
(long term vision)

**5** general objectives  
**24** macro-objectives

## Strategies

Methods to achieve  
them

**33** strategies

## Actions

What concrete activities  
have to be carried out  
to implement the  
strategy

**106** type-actions

# Objectives

1. The objectives of the metropolitan SUMP





# The objectives of the metropolitan SUMP

## Accessibility



- Improvement the accessibility of people & goods
- Improvement of social inclusion (physical accessibility)
- Improvement of the integration between mobility development & new urban settlements
- Reduction the costs of mobility (connected with the need to use a private vehicle)

**To guarantee the accessibility of people and goods, keeping an inclusive perspective**

## Efficiency



- Improvement of public transport
- Boost the attractiveness of active mobility
- Boost the attractiveness of sharing mobility
- Improvement of intermodality with LPT
- Reduction of the congestion
- Adjustment of the modal split

**To increase the efficiency and effectiveness of all modes**

## Development



- Enhancement of widespread sustainability
- Development of slow tourism
- Development of smart mobility
- Increase of the employment rate

**To promote local development ensuring social, economic and environmental sustainability**

# The objectives of the metropolitan SUMP

## Quality of living



- ❖ Improvement of citizens' satisfaction levels (especially the more vulnerable ones)
- ❖ Improvement of air quality
- ❖ Improvement of urban & road space's quality
- ❖ Reduction in the use of fuels different from alternative fuels
- ❖ Reduction of noise pollution

**To increase the quality of living & the urban environment**

## Safety



- Reduction of social costs deriving from road crashes
- Reduction of the number of road crashes with deaths & injuries among vulnerable road users
- Reduction of the general number of road crashes with deaths & injuries
- Improvement of bicycles' safety
- Reduction of road crashes

**To increase the safety of roads and vehicles**

## Objectives

# Integrating SUMP with the UN Agenda 2030



5

Obiettivi ONU  
(Agenda 2030)



4

Aree di interesse  
MIT (allora MIMS)



5

Obiettivi generali  
PUMS



24

Macro-Obiettivi  
PUMS



# The priorities of the metropolitan SUMP: top 5

1°



To improve **public transport**

2°



To improve **intermodality** with public transport

3°



To increase **road safety**

4°



To develop **smart mobility**

5°



To improve **accessibility** for people with disabilities or reduced mobility

# Strategies

## 1. The strategies of the metropolitan SUMP



# How the strategies were defined

Strategies elaborated starting from **ASI policies** (MIMS 2022) and the guidelines developed by the Dep. of Engineering of **University of Roma Tre** within the **SMART-MR project**



## AVOID

**Reducing** the number of veic\*km (less trips, less km, higher PT occupancy rate)



## SHIFT

**Transfer of the mobility demand** towards more sustainable modes (e.g. behaviour changes)



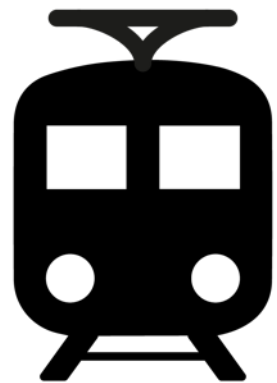
## IMPROVE

**Improvement** due to technological developments that reduce the environmental impact (e.g. renewal of the fleet)

# SUMP strategies

Some of the **main strategies** of the SUMP

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- **Improvement** of the metropolitan PT
  - Development of the intermodality through the realisation of **Mobility Centres** in the main metropolitan rail nodes
  - Improve the **connections** between Rome and the rest of the metropolitan territory
  - Foster PT among the areas with the biggest **touristic and social** potential
- 



- To enforce **cycling and pedestrian infrastructures**
  - To keep realising **cycle paths** urban, extraurban & touristic
  - To balance and reclaim **public spaces and road space** to the advantage of the vulnerable users
  - To encourage the modal interchange and sharing mobility through the realisation of **velostations** at the Mobility Centers
-



# SUMP strategies

Some of the **main strategies** of the SUMP

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- To encourage **road safety** improvement
- To reduce the **environmental impacts** related to traffic
- **To discourage** the use of motorised private vehicles



- To promote the **15 minutes city**
  - The metropolitan city of Rome as the **Metropolitan Logistics Area**
  - To encourage technological innovation towards future challenges regarding **electric mobility** and autonomous vehicles
  - To increase **universal accessibility** to the metropolitan mobility system
-

# Main mobility proposals



# Metropolitan PT

# 3.1

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# Planning fields

To create a **sinergy** among the various mobility systems (especially PT) to answer one of the biggest claims of stakeholders and citizens



Rail services



Main PT network of Rome



Extraurban PT corridors



Mobility Centres

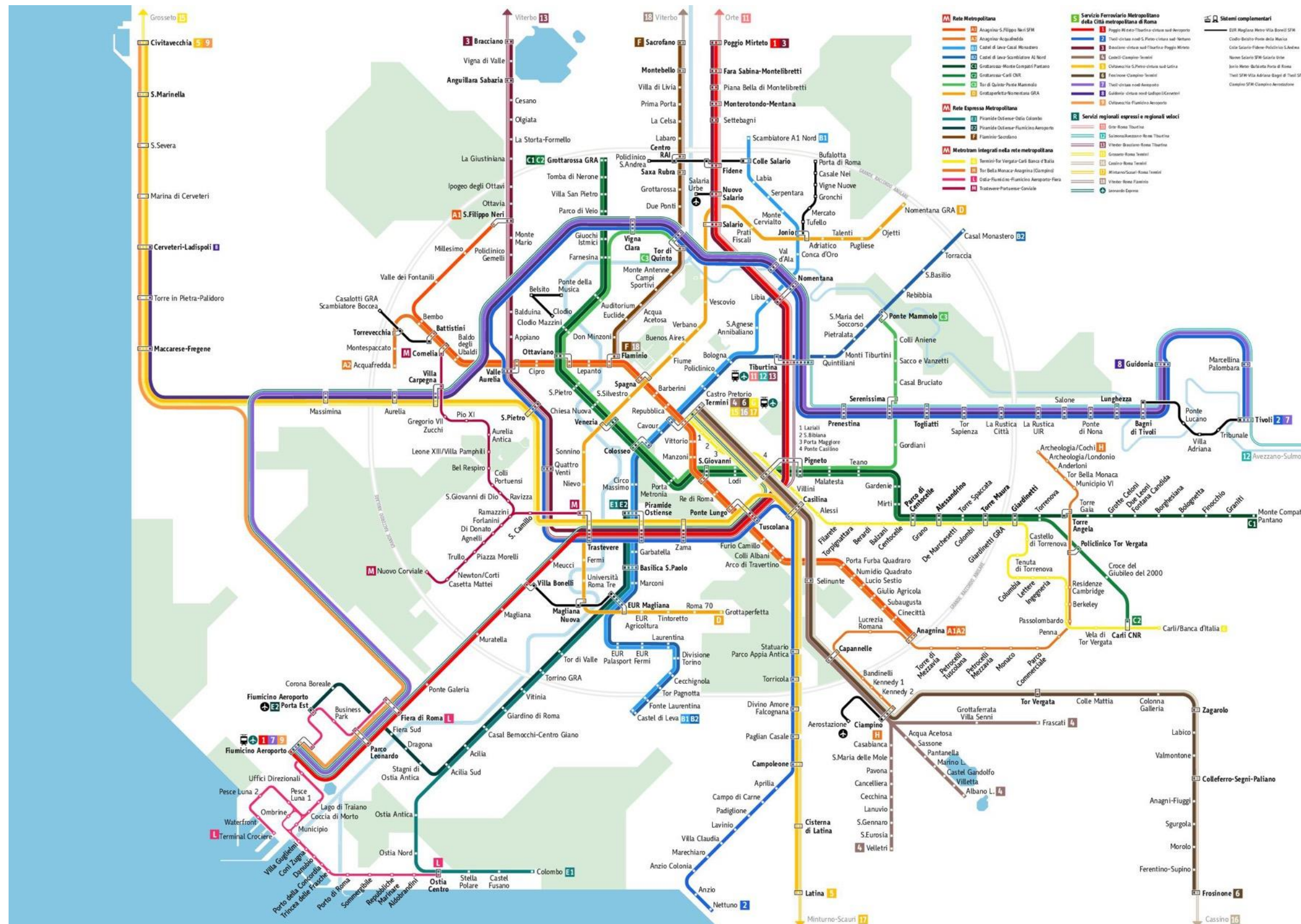
**Workshops with** RFI (Italian Railway Network), Regione Lazio e Roma Capitale  
**Armonisations** of the different needs regarding the various stakeholders and proposals received

Implementation of a **technical-economic evaluation** of all the interventions and verify their **feasibility**



Le proposte tecniche

# Metropolitan PT network proposals



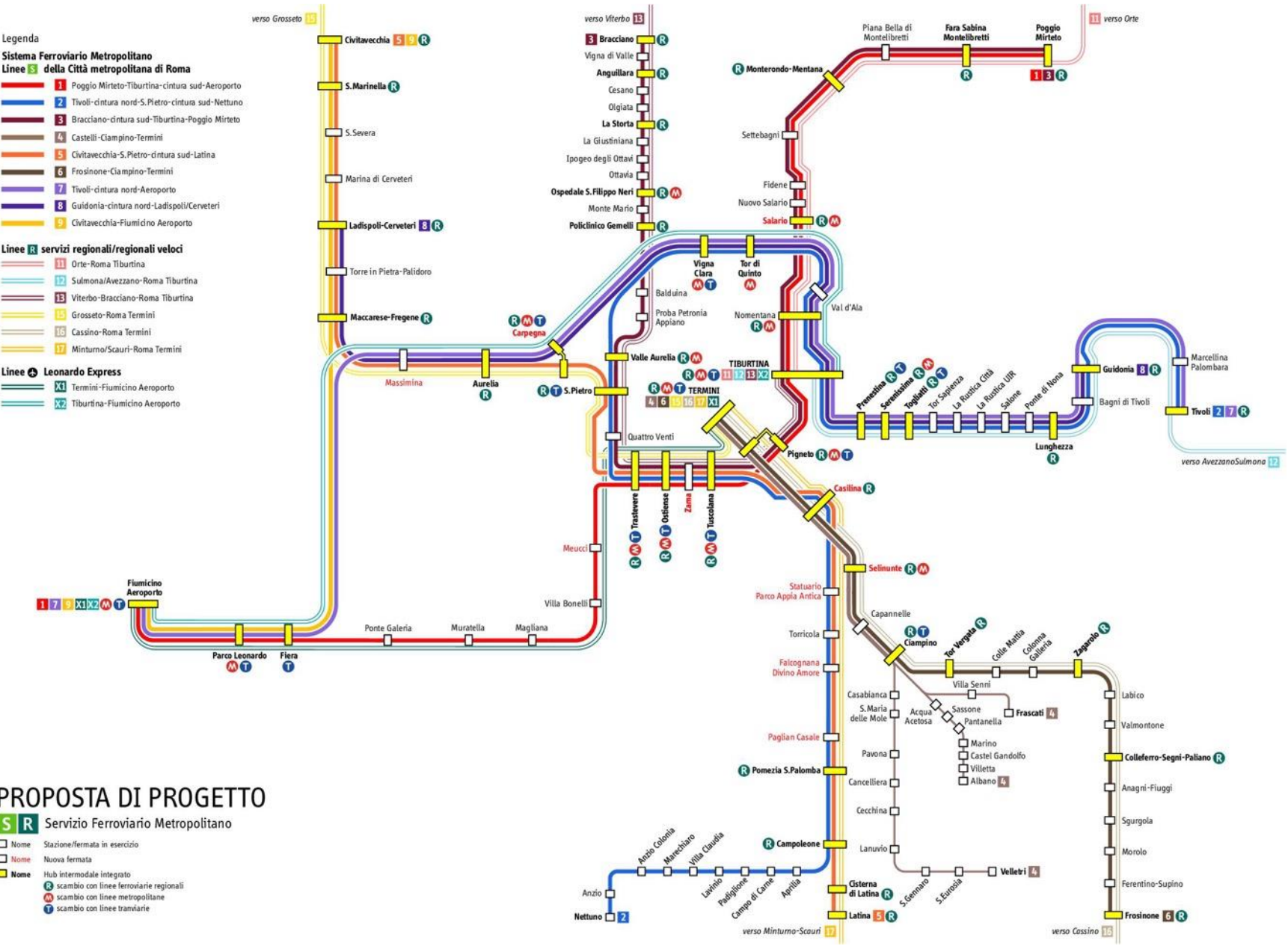
Time frame:  
**2035**

**€8,5 bln**  
ongoing  
investments

**Principle:** to  
improve the  
existing (and  
planned)  
services (more  
than adding  
ones)



# Metropolitan Railway Service proposals (SFM)



9

Suburban trains »S«  
«passante ferroviario»



7

Rapid regional trains  
"RV"



+23%

Yearly supply



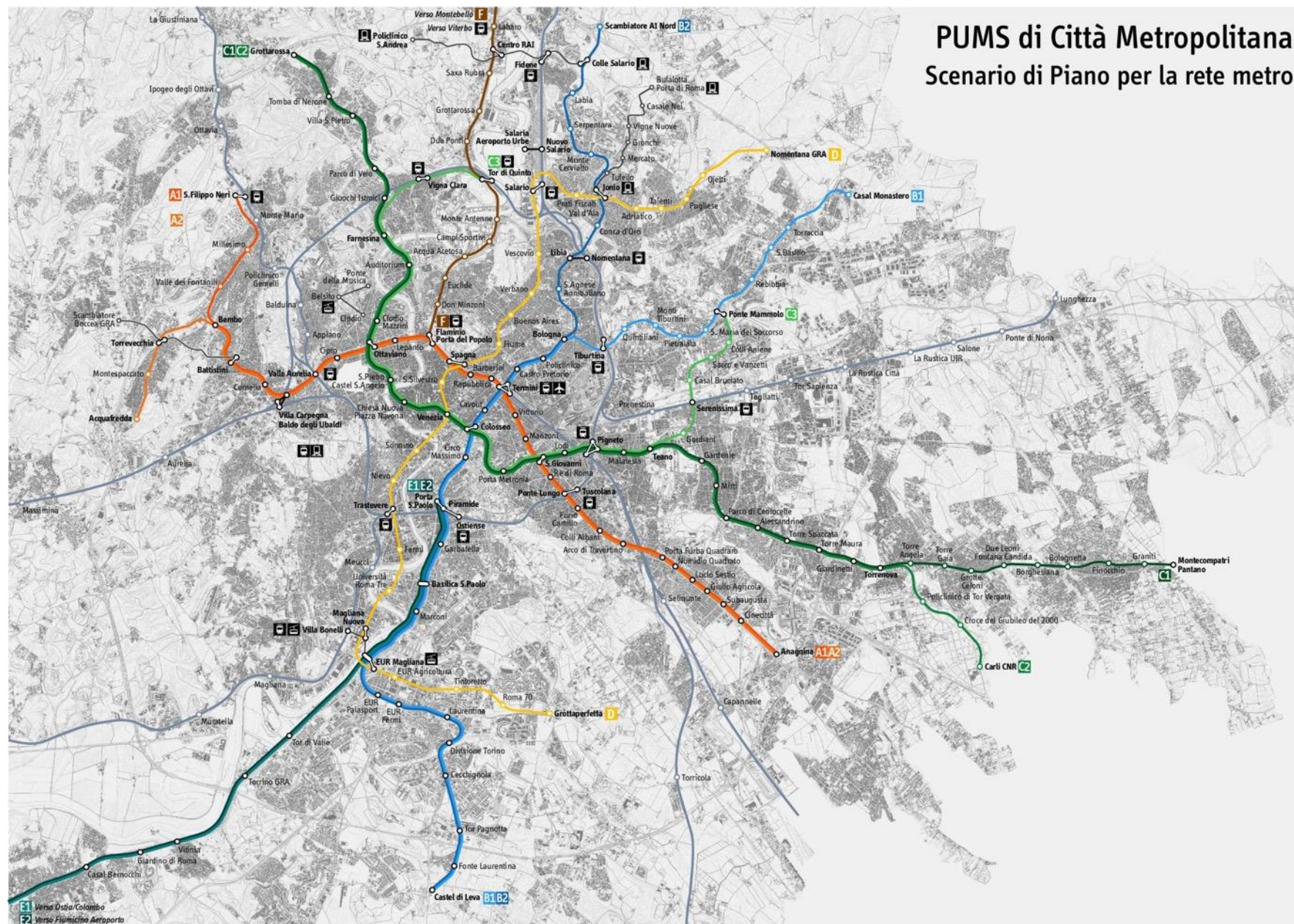
+58k

Daily trips on rail

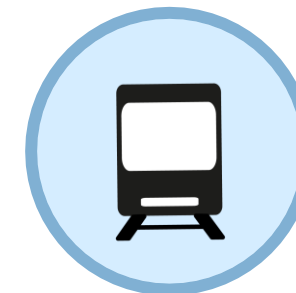


Le proposte tecniche

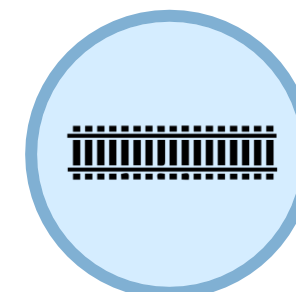
# Mass Rapid Transit: metro lines



**4**  
Metro lines



**2**  
Services of Metropolitan  
Express Network



**+100km**  
Interventions planned\*

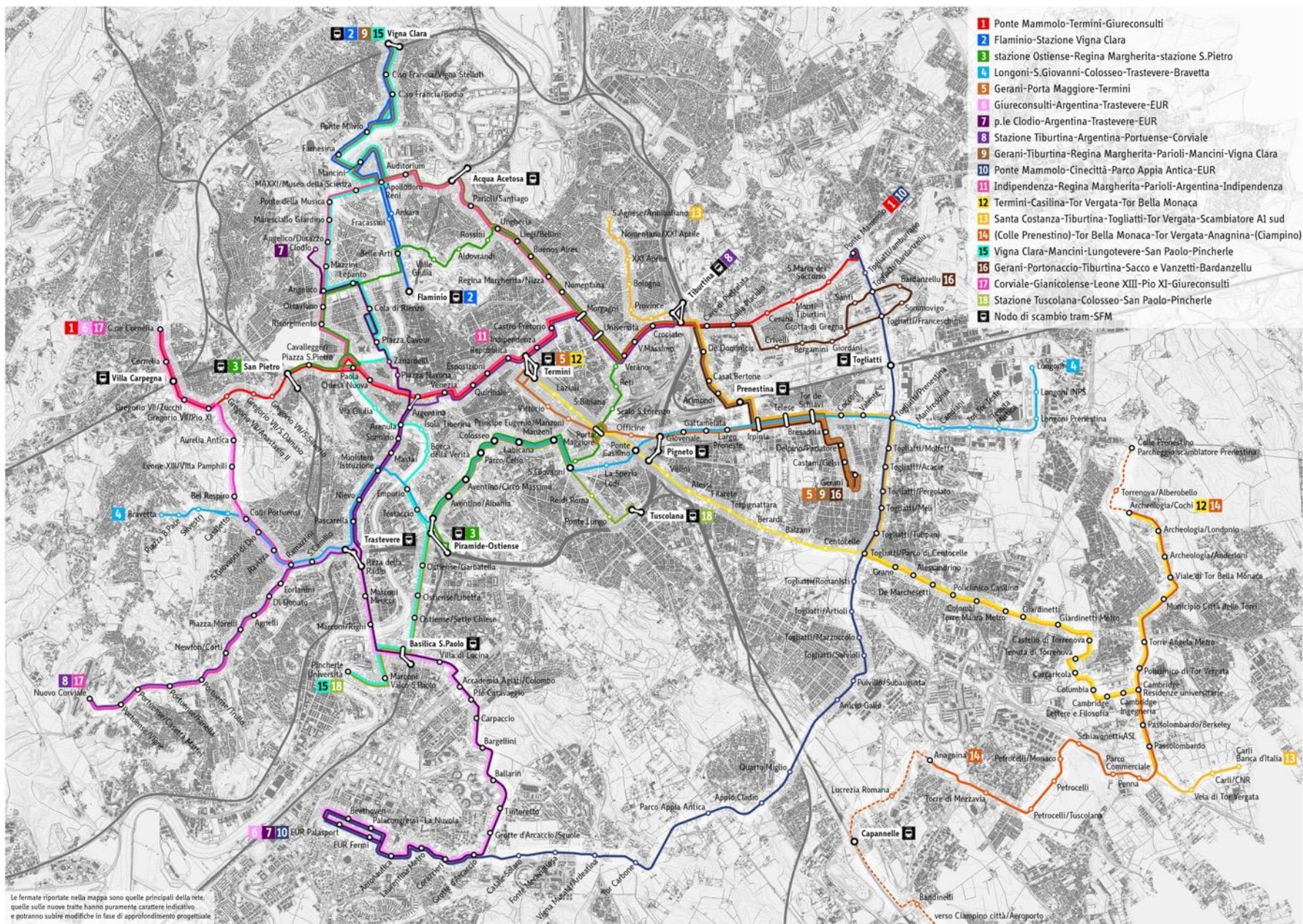


**11,5bln€**  
Estimated investments



Le proposte tecniche

# Mass Rapid Transit: tramways



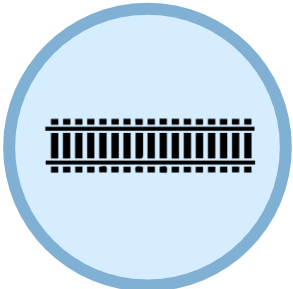
20

Total tramways



2

Tramways dedicated to Ostia and Fiumicino



+100km

Interventions planned



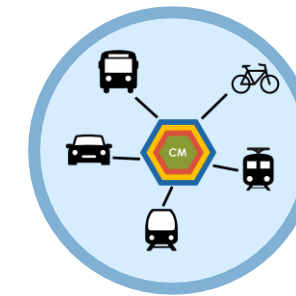
2bln€

Estimated investments

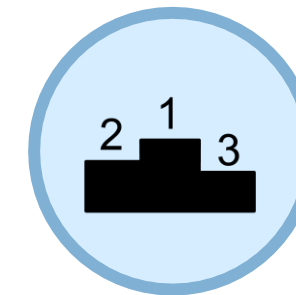


Le proposte tecniche

# Extraurban corridors network



**28**  
Mobility Centres



**3**  
Classes \*



**13**  
In the urban area of  
Rome



**+30mIn€**  
Estimated investments

Cap.

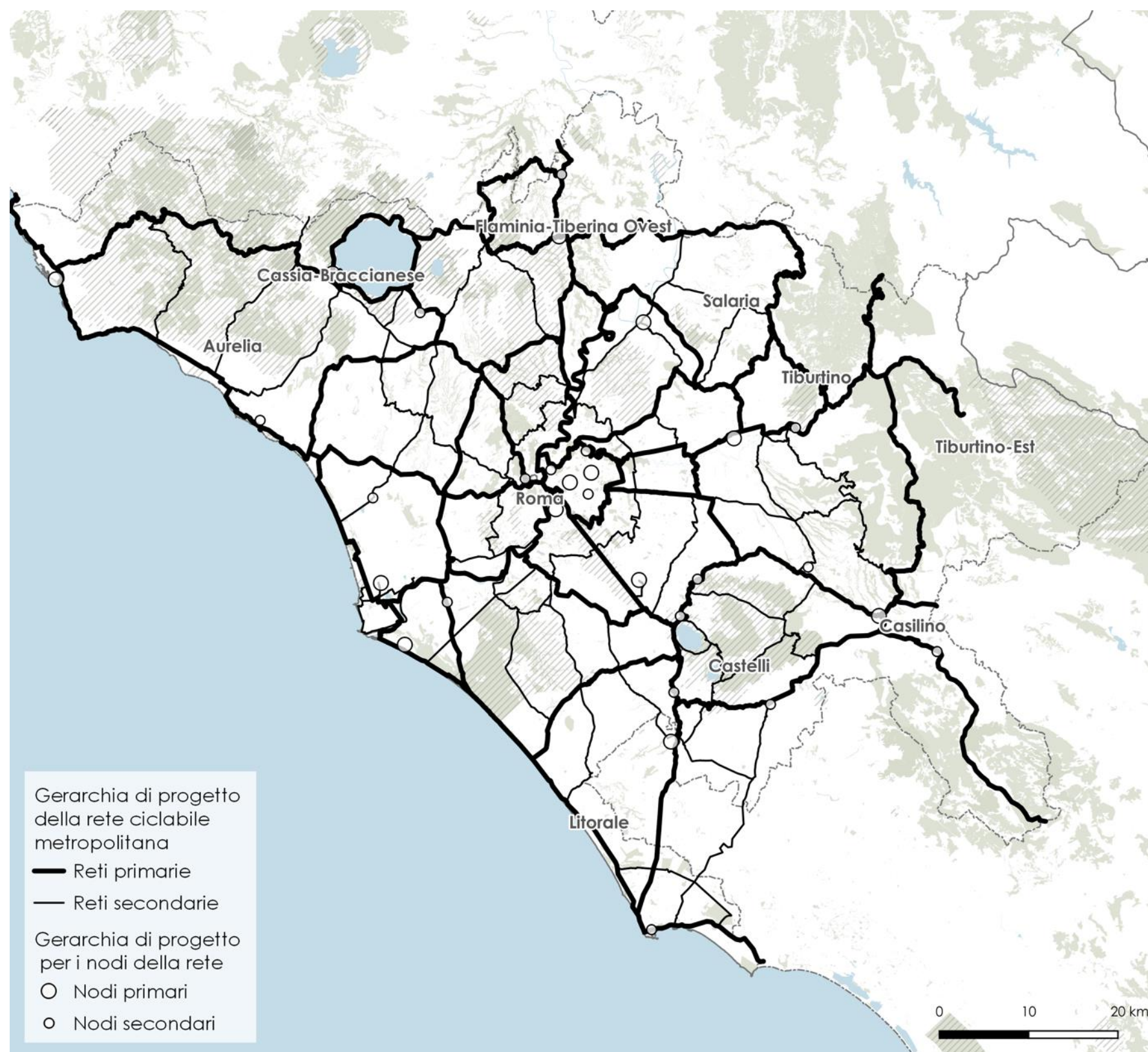
# Metropolitan cycling mobility

# 3.2

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# Characteristics of the Biciplan



**520km**  
of new cycle tracks



**2,7mln**  
Inhabitants with a cycle tracks within 1 km



**84%**  
Railway stations with a cycle tracks within 1 km



**5**  
UNESCO sites connected to the cycle network



# Main proposals



- To realise the **metropolitan cycle network: 20** main corridors and **29** secondary
- To realise **cycle parking services** at the main interchange nodes
- To define planning and management **standards** for cycling mobility
- To implement the infrastructure supply and services dedicated to **cycle tourism**
- Promotion of the **cycling culture**



Cap.

# Logistics and the mobility of goods

# 3.3

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# Piano delle Merci e della Logistica Sostenibile

## Urban Logistics proposals

Some of the **key measures**

<b>Policies of access</b>	Access management and prioritisation of «green modes»
<b>Spaces for logistics</b>	Integrated network of Mini-hubs (public and private)
<b>Incentives</b>	To manage the logistics services with monetary or non monetary incentives
<b>Cross-cutting interventions</b>	Armonisation with regional policies

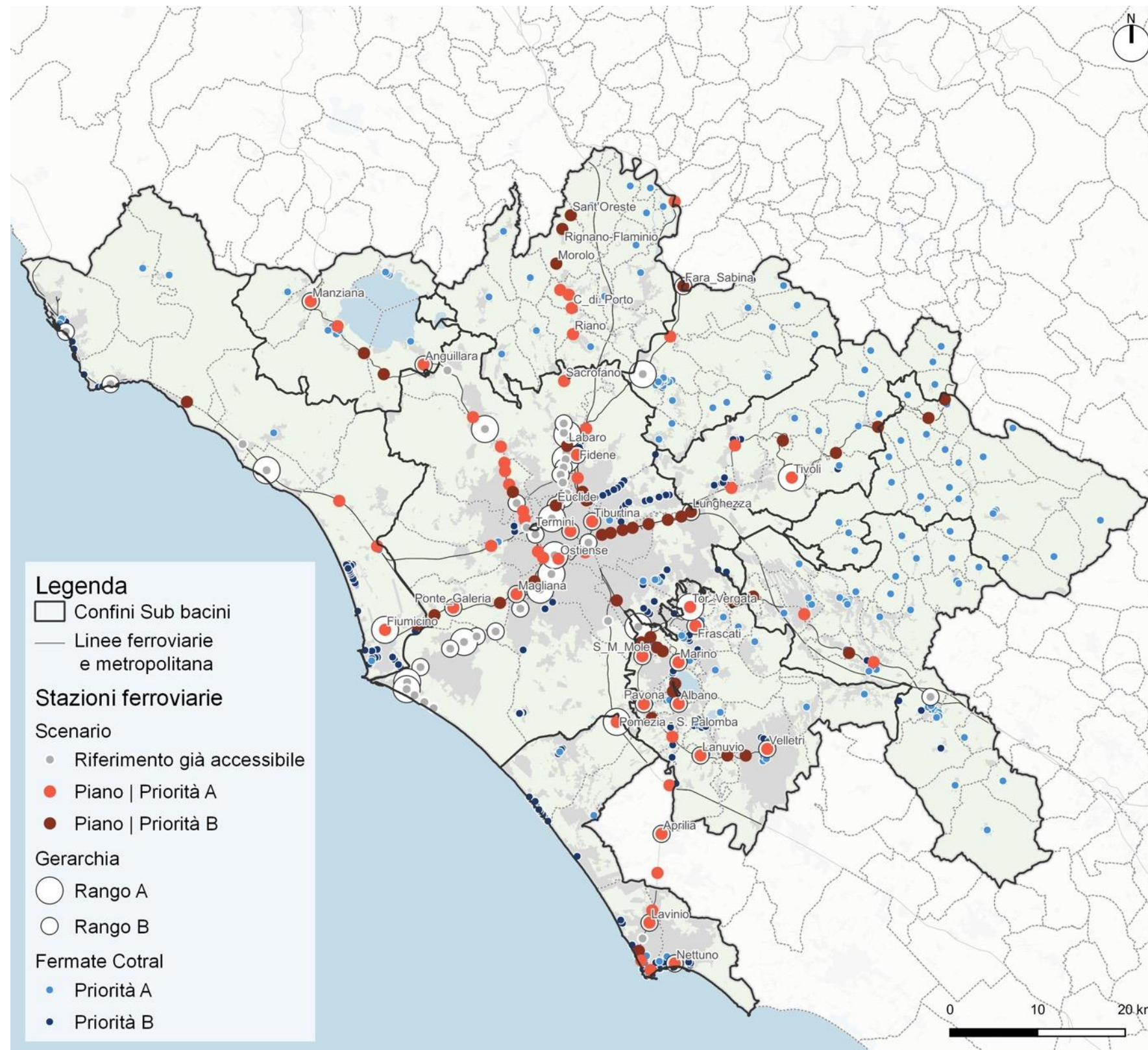
Cap.

# **Mobility of people with disabilities**

# 3.4

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# Main proposals



- Guidelines on how to design and improve the user-friendliness of spaces following the principle of **universal accessibility**
- Identify the **nodes** where the guidelines have to be applied (addressed to municipalities, stakeholders, professionals)
- Guidelines on how to draft the PEBA (Plans to remove arch. barriers) for the metropolitan municipalities with a **unique metropolitan standard**

Cap.

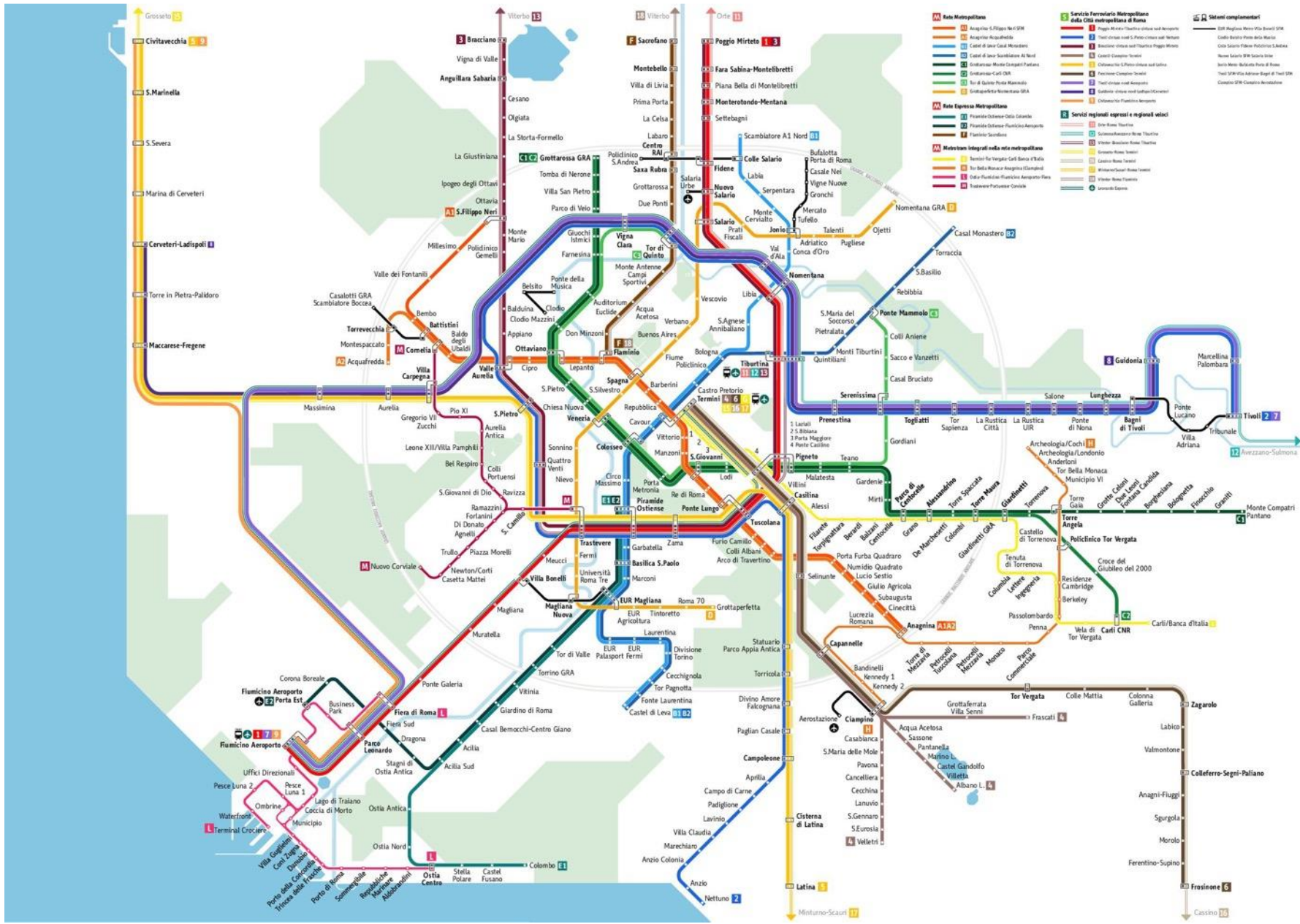
**Estimated benefits**

**3.5**



Estimated benefits

# Estimated benefits (1)



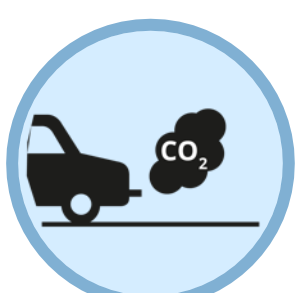
**15bln€**

Estimated investments



**1 bln€/year**

Estimated for time savings



**-7%**

CO2 emissions\*\*



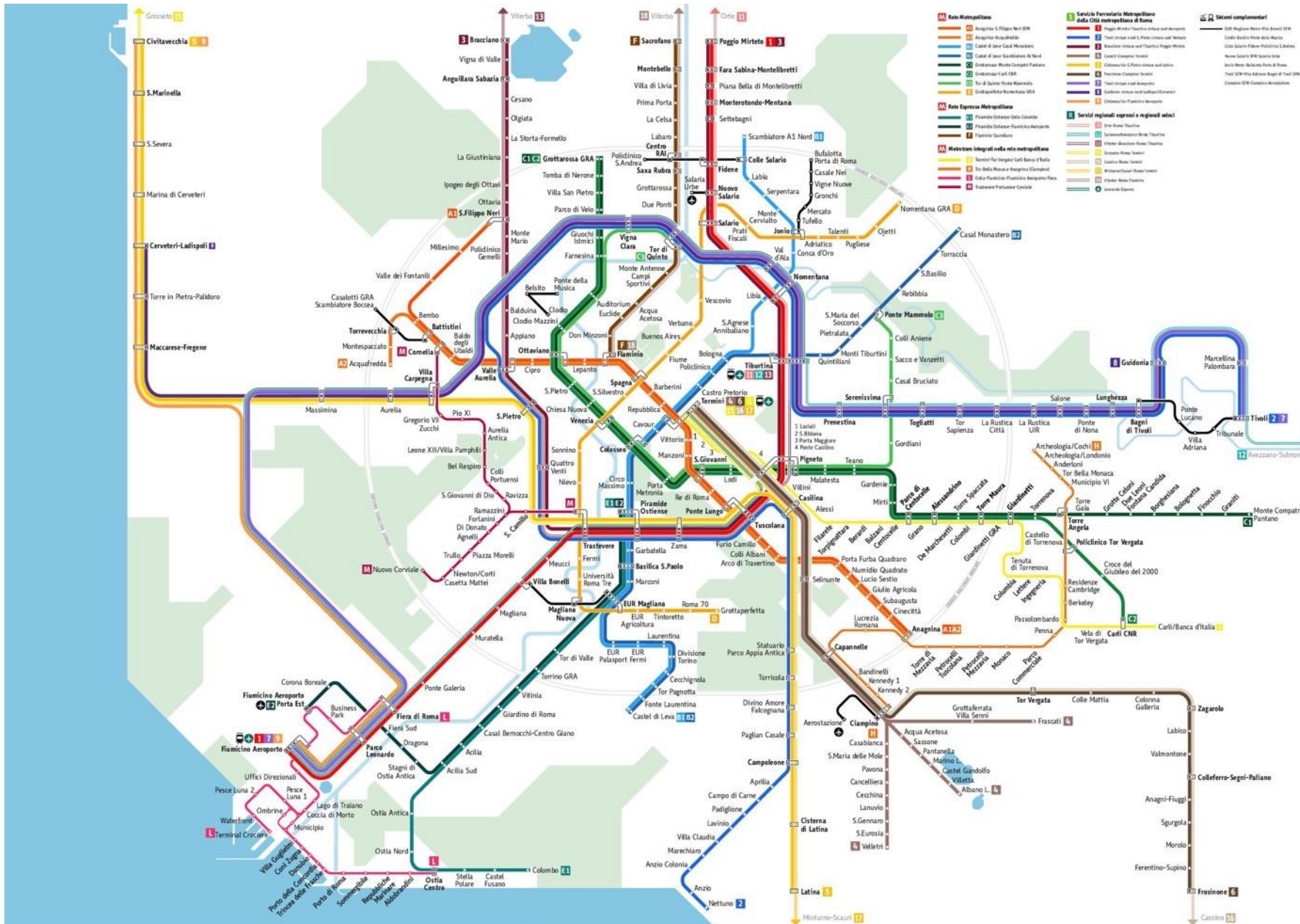
**+1,6mln**

Daily mileage on PT



Estimated benefits

# Estimated benefits (2)



**-575k**

Daily trips by car



**+300k**

Daily trips by PT



**+275k**

Daily trips on active modes



**-27%**

In the n° of mode transfers



# ... Further details

Full documents available at: <https://pums.cittametropolitanaroma.it/>

[Cos'è un PUMS](#)[Scopri il PUMS](#)[I Piani di settore](#)[La VAS dei Piani](#)[Percorso partecipativo](#)[Documenti](#)[Partecipa!](#)[Cerca](#)

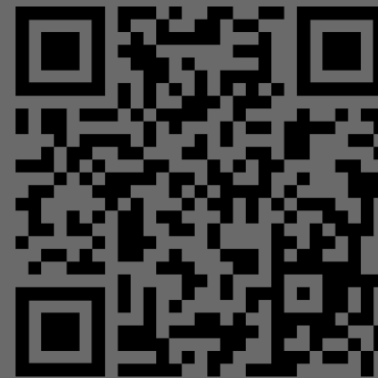
## Vi diamo il benvenuto nel sito del PUMS metropolitano

Il Piano Urbano della Mobilità Sostenibile (PUMS) è un piano strategico volto a migliorare la **mobilità** delle persone e delle merci in un'ottica di sostenibilità ambientale, sociale ed economica. Il PUMS metropolitano, in particolare, adotta una prospettiva di **area vasta**: esso coinvolge infatti tutto il territorio della Città metropolitana di Roma Capitale, mettendo a sistema il capoluogo con i 120 comuni metropolitani, in un'ottica di **sostenibilità diffusa**.

Vuoi **consultare i documenti** relativi al PUMS e ai Piani di Settore della Città metropolitana portati in adozione? [Clicca qui!](#)



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<https://datamobility.it/#newsletter>

# Grazie per l'attenzione

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