



# VISIT OF EGO - ANKARA ELECTRICITY, GAS AND BUS OPERATIONS ORGANIZATION - DELEGATION



## THE SUSTAINABLE URBAN MOBILITY PLAN: PT IMPROVEMENT, LEZ, ACTIVE MOBILITY AND ITS MEASURES IN ROME.

ROME – SEPTEMBER 27<sup>TH</sup>, 2023



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Head International Co-operation & Innovation  
Mobility Agency of the City of Rome

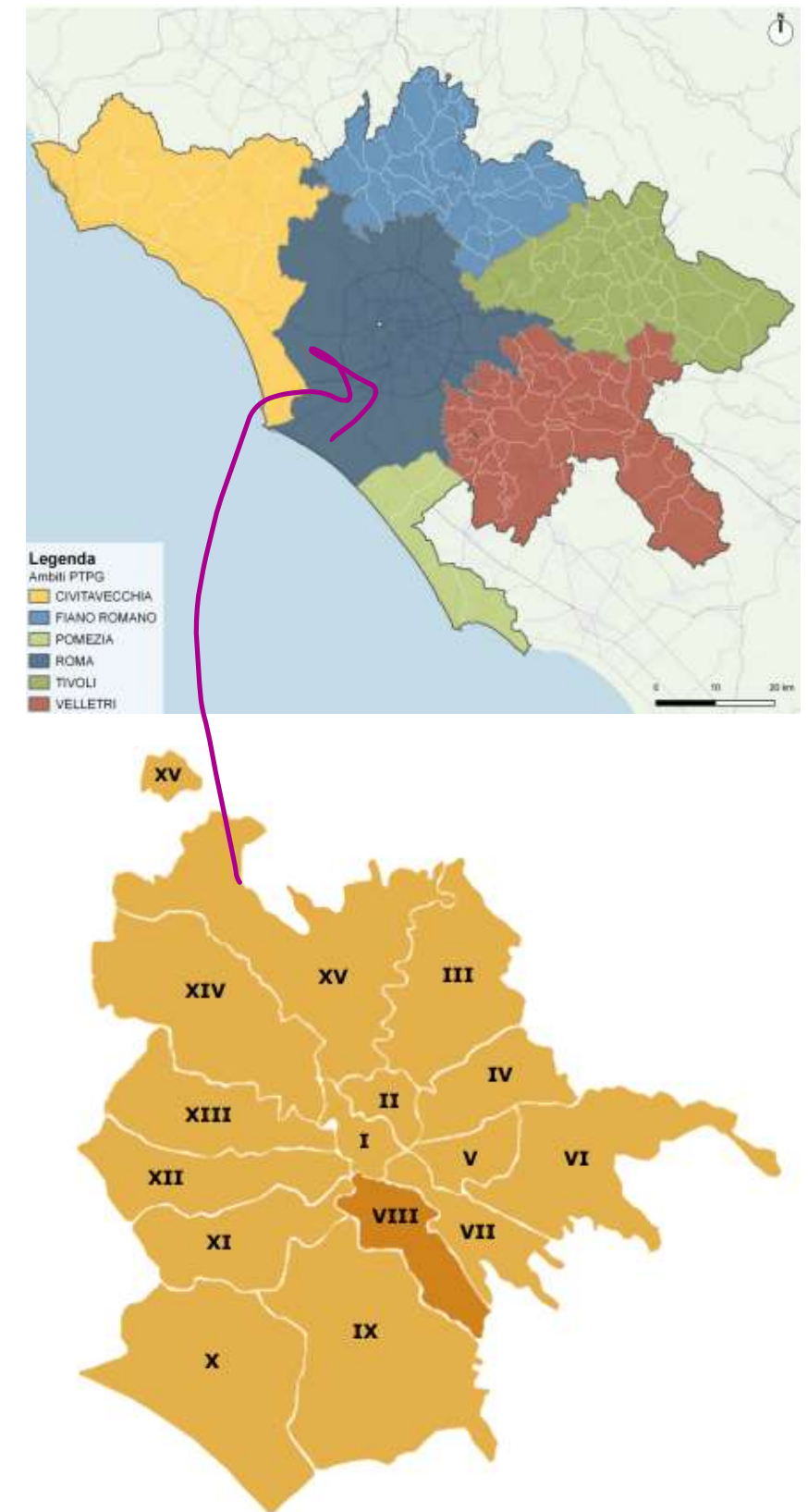




# Managing mobility in Rome: the context



Municipal Area	1.285 skm
Population	
Metropolitan Area	4.400.000
City Residents	2.900.000
Road Network	5.000 km
Main road network	800 km
Vehicles	2.500.000
Cars	1.840.000
2 wheels	500.000
Goods delivery	160.000
Daily Trips	5.500.000
Peak-hour Trips	600.000



# RSM: The Mobility Agency of the city of Rome



Supports City Department of Sustainable Mobility in the implementation of its policies.

**RSM mission** consists in:

- **Planning, supervising, coordinating, and controlling the processes related to**
  - **private and public mobility, sustainability and cycling, freight distribution and logistics**, including planning of infrastructures and mobility services,
- **Managing the Traffic Management Centre (TMC) of Rome and supervising the exploitation of ITS for mobility.**
- **Searching funding for mobility, managing the international networks.**

# Managing mobility in Rome: challenges

**Motorization rate:** 620/1000 inhab (n° 1 in Europe)

**Modal Share:** PT: 21%, Car: 52%, Motorbike: 10%, Walking: 14%, Cycling+Sharing: 3%

**Road safety:** about 120 fatalities per year.

## Historical & Cultural Heritage

**Status of mobility** to be improved, with some lights (Integrated METREBUS Card) and more lackness (few metro lines, congestion, not excellent surface PT)

**Status of double Capital** open 7 days per week!

**Events and Vatican Jubilees:** special visitors



## European Green Deal, climate neutrality goal: impact on mobility in cities

- ❑ **'Fit for 55' package** to meet 2030 emissions reduction targets will conclude, phasing out dependence on Russian fossil fuels and boosting renewable energy in Europe.
- ❑ Adoption of **SUMP framework** for cities towards zero-emission, including urban freight logistics and Sustainable Urban Logistics Plans (SULPs) with voluntary data sharing among all types of stakeholders;
- ❑ Accelerate digitization and innovation with multimodal **digital mobility services** such as Mobility as a Service (**MaaS**) applications and on a Common European Mobility Data Space
- ❑ Action will be taken on further climate measures, in particular on **emissions and pollution** from transport :
  - on emissions from transport and the greening of freight transport (**EURO 7**)
  - New pollution limits (**half of the existing ones**)
  - Stop of the production of thermal propulsion cars from 2035: after only e-fuels



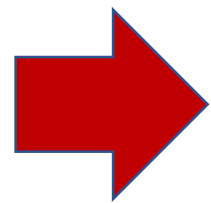
# Mid term infrastructural measures – the SUMP concept 7

EU provides at Local level Best Practice and Guidelines:

- **CIVITAS** and **ELTIS** best practice exchange;
- *Guidelines for Sustainable Urban Mobility Planning (SUMP)*, now in the 2<sup>o</sup> edition (see <https://www.eltis.org/mobility-plans/sump-online-guidelines>)

**Italian Ministry of Transport (MIT)** adopted in 2017 the **National Guidelines for SUMP in Italian Cities**, revised in 2019.

The plan in each city to be approved **within 2022**.

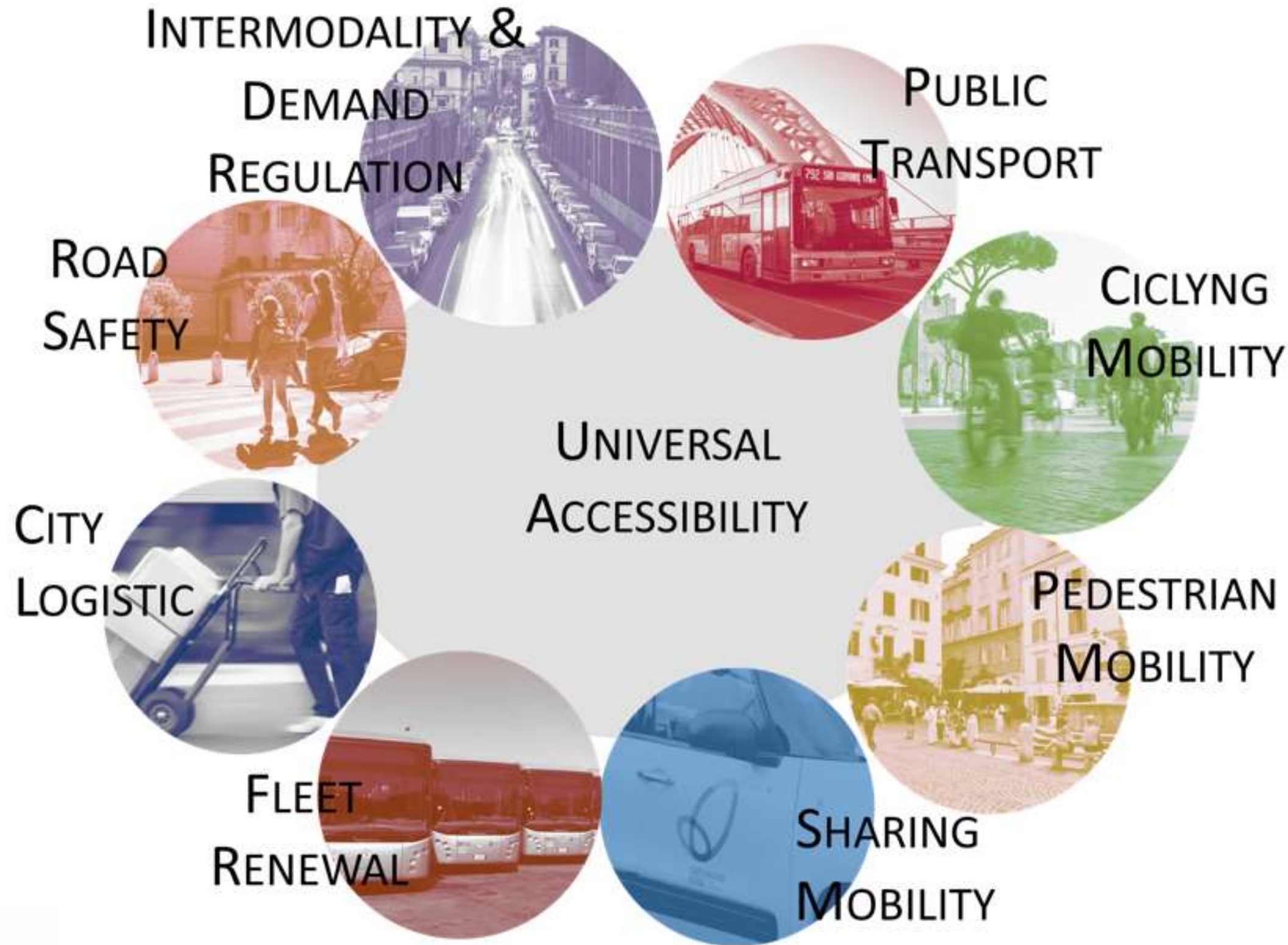


15 year SUMP granting plan for new PT infrastructures



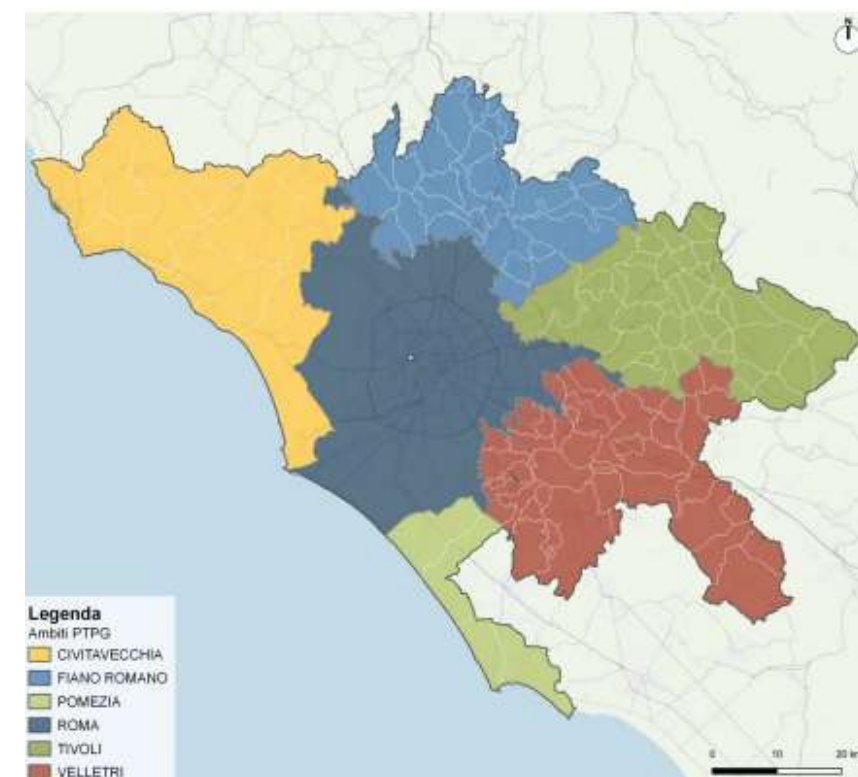


# The SUMP in Rome



22/02/2022 approval of Rome Municipality SUMP

28/12/2022 adoption of SUMP of the Metropolitan Area of rome



# Rome SUMP cornerstones

Overcome the present “traffic approach” towards “**Plan for people**” with:

- **Multimodality & reduction of private car ownership**
- **Public transport capacity increase**
- **Safety levels increase** for PT and road traffic
- Soft & sharing mobility increase (car pooling, car, **bike**, van sharing, mobility manager activities)
- **Less congestion and atmospheric & acoustic pollution** - energy consumption reduction – **CO<sub>2</sub>**
- Pathway to **Climate Neutrality** according to **EU Mission '100 climate neutral cities by 2030'** where Rome was selected



## 1)



## PUBLIC TRANSPORT

# Improvement of Public Transport



About 3 billion euros financing obtained and works running for:

- **NEW TRAMWAY LINES**
  - Tramway TVA Termini-Vaticano-Aurelio and new Tram Depot (*financed by RRF*)
  - Tramway viale Palmiro Togliatti (*financed by RRF*)
  - Tramway via Tiburtina (piazzale del Verano - Stazione Tiburtina)
  - Tramway Termini-Giardinetti
- **ROLLING STOCK:** Purchase of 121 new tram and 30 new metro convoys
- **METRO C COMPLETION:** opening of Amba Aradam and Colosseo Station within 2024

*And in cooperation with* **RFI** (Italian State Railways Company):

- Completion of the **Railway Ring** - about 750 million financed



# Jubilee 2025: Jubilee of Hope



*"The forthcoming Jubilee will be a great help in rebuilding a climate of hope and trust, as a sign of a renewed rebirth of which we all feel the urgency. For this reason I have chosen the motto Pilgrims of Hope". (Letter of Holy Father Francesco)*

- Through the Jubilee 2025 the city intends to send a signal of **hope, welcoming and listening** any visitor and citizen;
- The objective of the preparation project for the Holy Year is therefore twofold:
  - Rome intends to prepare in the best possible way to welcome tens of millions of pilgrims arriving from all over the world;
  - at the same time, the city turns a look to its citizens, **launching works and initiatives of development.**

# A plan of interventions for Pilgrims and for citizens

## *About 180 implementations on 5 axes (50 on mobility)*



### **Accessibility and mobility**

***Strengthening of mobility infrastructures*** at the service of the Jubilee places and the entire city



### **Environment and territory**

Redevelopment and activation of interventions for the care of the territory with particular attention to the waterways and greenways in the city



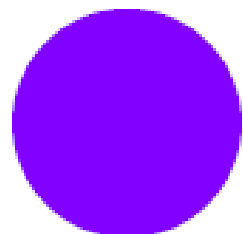
### **Requalification and valorisation**

Enhancement and extraordinary maintenance of the Jubilee Sites, cultural heritage and the public space of the city,



### **Hospitality and participation**

Increase in facilities for the reception of pilgrims and citizens, organisation of Major Events related to the Holy Year and works for dialogue



### **Caput Mundi (RRP-PNRR funds)**

Restoration of cultural and urban heritage of high historical-architectural value, enhancement of places of historical interest and archaeological routes



# A challenging scenario for new infrastructures





# TRAMWAY NETWORK:

## *From present status...(32,1 km)*

16

### Legenda

#### Infrastrutture per la mobilità

-  Rete metropolitana
-  Rete ferroviaria
-  Rete tranviaria
-  Corridoi TPL
-  Stazioni nazionali
-  Nodi di scambio





#### Stato di attuazione delle tranvie

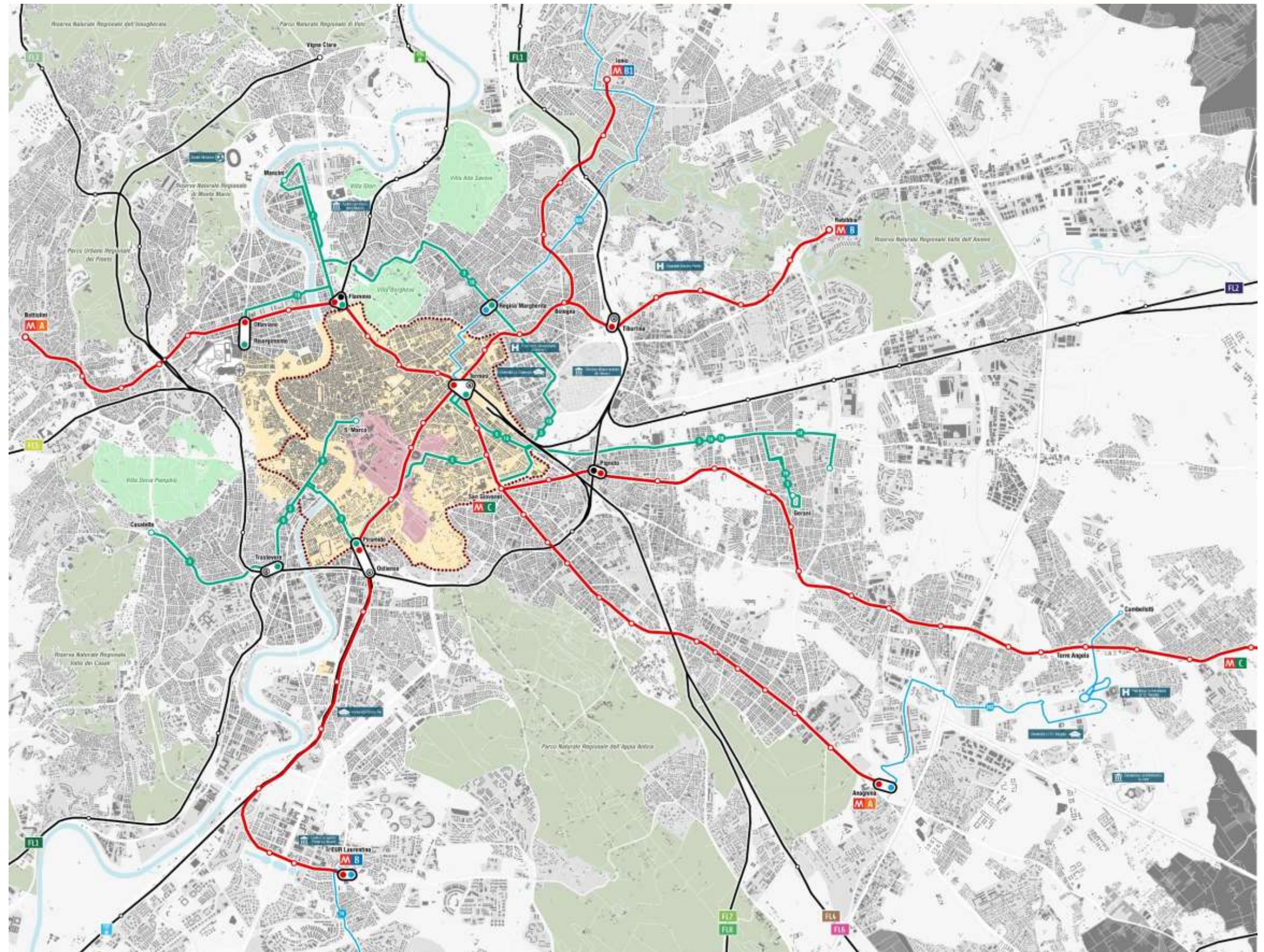
-  Esistente
-  Opera finanziata (MIT)
-  Opera finanziata (PNRR)
-  PFTE redatto

#### Il Sistema storico-monumentale e naturalistico

-  Patrimonio dell'UNESCO
-  Centro Archeologico Monumentale (CAM)
-  Mura Aureliane (III sec. d.C.)
-  Parchi Istituiti e Riserve Naturali
-  Ville Storiche

#### Punti di interesse

-  Poli ospedalieri
-  Poli universitari
-  Emergenze storico-architettoniche
-  Impianti ed attrezzature sportive





# TRAMWAY NETWORK

## An outlook to 2026

### Legenda

#### Infrastrutture per la mobilità

-  Rete metropolitana
-  Rete ferroviaria
-  Rete tranviaria
-  Corridoi TPL
-  Stazioni nazionali
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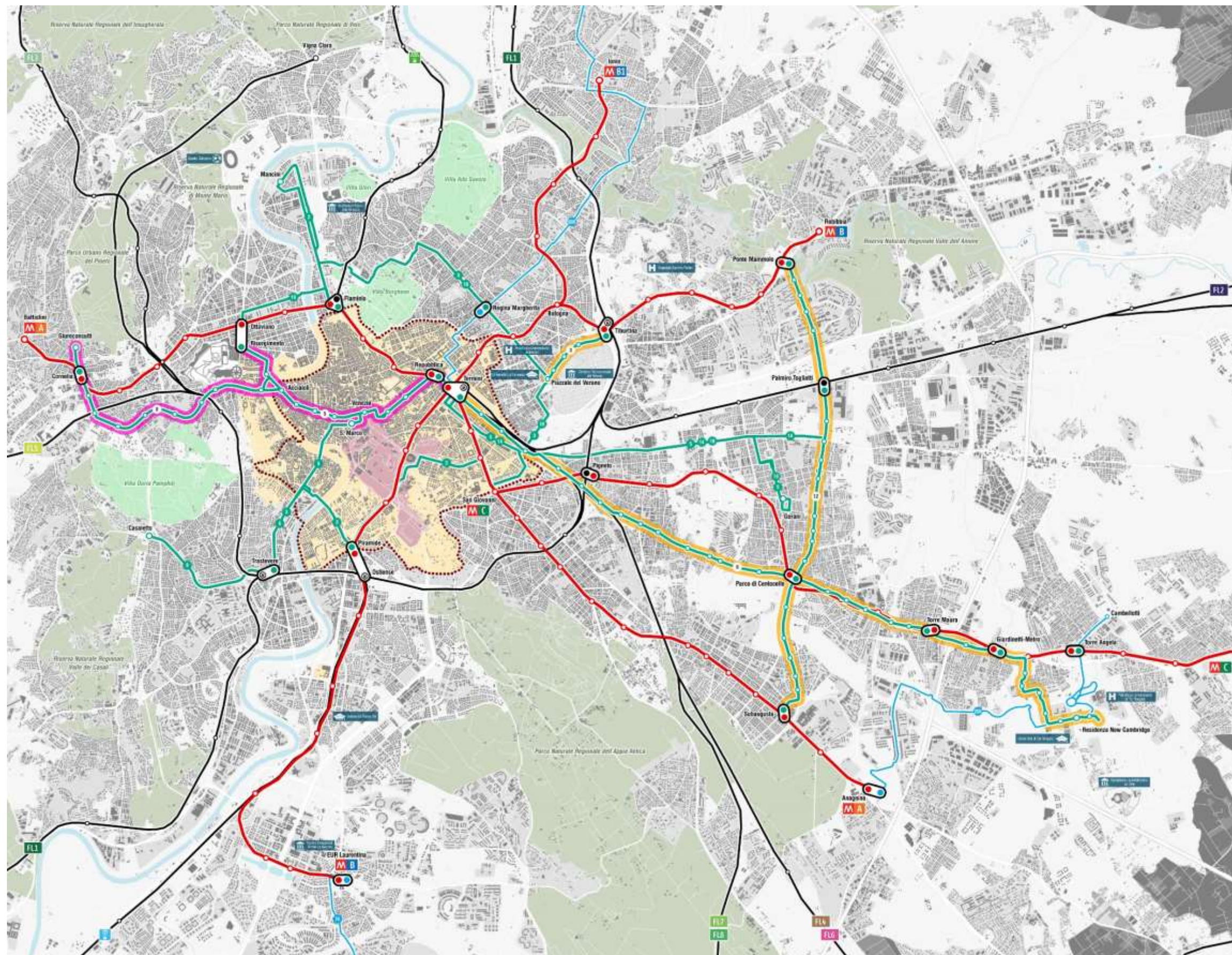
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Tramway Network extension in 2026 = 63,7 km

+98%



# TRAMWAY NETWORK

## The Plan Scenario

### Legenda

#### Infrastrutture per la mobilità

-  Rete metropolitana
-  Rete ferroviaria
-  Rete tranviaria
-  Corridoi TPL
-  Stazioni nazionali
-  Nodi di scambio

#### Stato di attuazione delle tranvie

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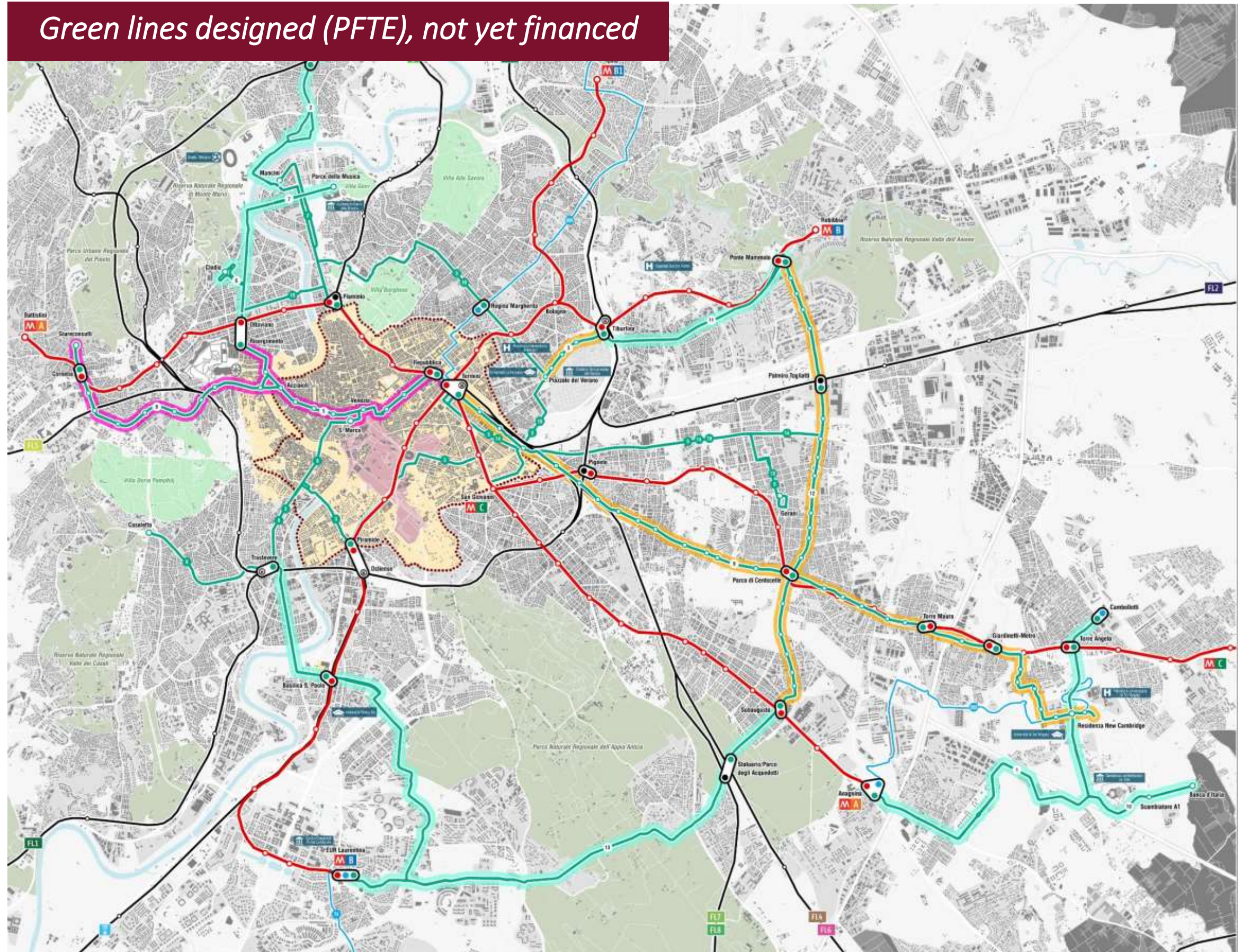
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*Green lines designed (PFTE), not yet financed*



*Tramway Network in SUMP Scenario = 101,2 km*



# TRANVIA TVA

## TERMINI • VATICANO • AURELIO



- Financed by RRP Italian Plan (PNRR)
- **Termini station** p.zza dei Cinquecento - **Circ.ne Cornelia**: 7,363 metres
- **Branch line** between Ponte Vittorio Emanuele and Piazza Risorgimento: 956 metres.
- **New Depot** in Largo Clemente Micara, sized to house 16 trams.
- The line project includes some sections without an overhead contact line. Tramway convoys will be equipped with on-board accumulation systems (**batteries or supercapacitors**).



# TRANVIA TVA

## TERMINI • VATICANO • AURELIO



Via Nazionale – Palazzo delle Esposizioni



# TRANVIA TVA

## TERMINI • VATICANO • AURELIO



Tramway path without aerial line



# TRANVIA TVA

## TERMINI • VATICANO • AURELIO



Tram in Piazza del Gesù



# Tramvia TVA – Termini Vaticano – Aurelio: integration with Jubilee 2025

Urban requalification of Piazza dei Cinquecento, Termini Station and Piazza della Repubblica



Amministrazione proponente:	Grandi Stazioni	Soggetto attuatore:	Grandi Stazioni
Ambito di intervento:	Riqualificazione dello spazio pubblico	Importo complessivo del finanziamento:	€ 18.000.000,00
Tipologia di intervento:	Essenziale e indifferibile	Risorse Giubileo 2025:	€ 18.000.000,00



Amministrazione proponente:	Roma Capitale	Soggetto attuatore:	Società Giubileo 2025
Ambito di intervento:	Riqualificazione dello spazio pubblico	Importo complessivo del finanziamento:	€ 12.000.000,00
Tipologia di intervento:	Essenziale e indifferibile	Risorse Giubileo 2025:	€ 12.000.000,00



# TRANVIA TOGLIATTI

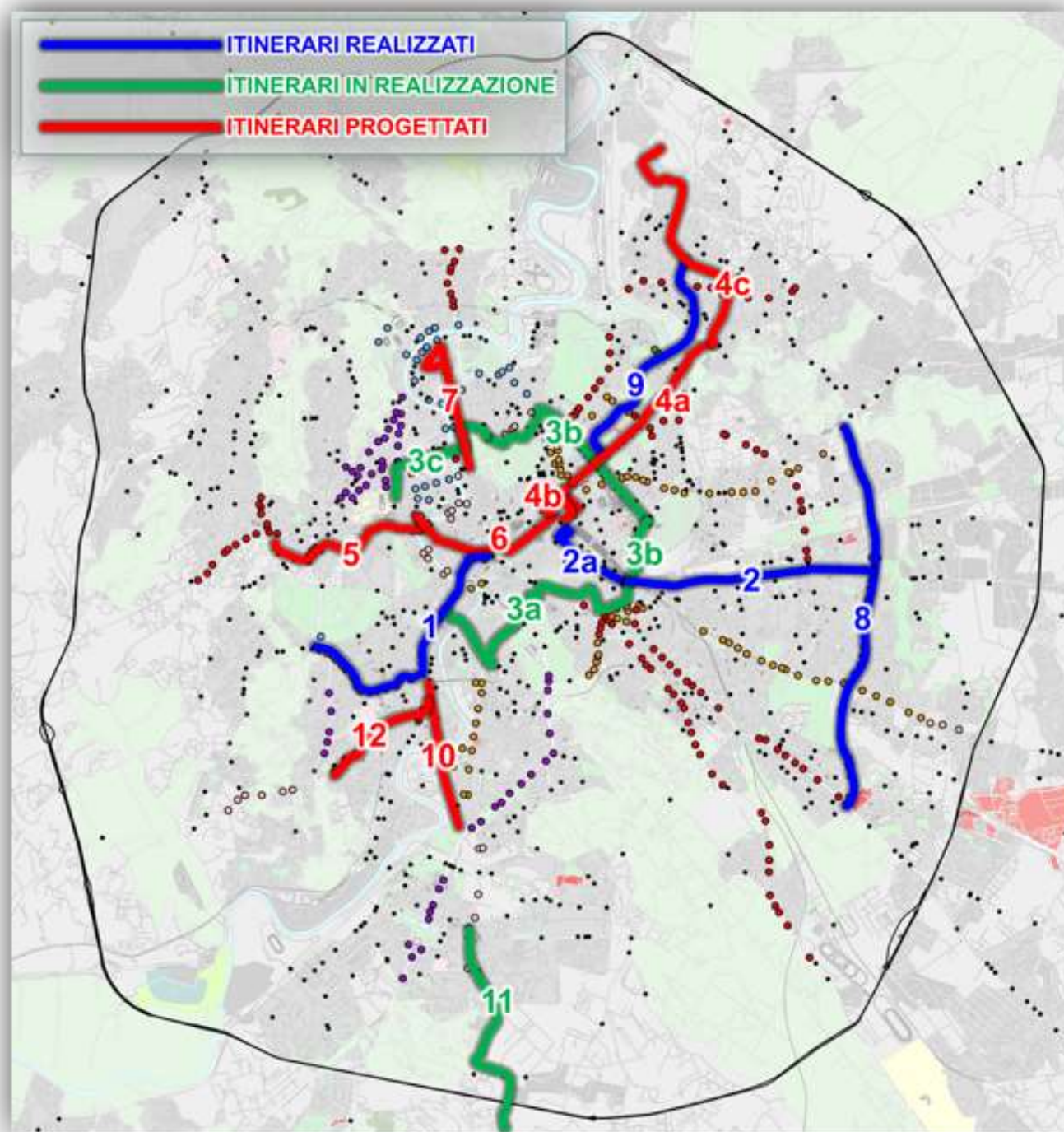


Financed by RRP Italian Plan (PNRR)

- Starting near Subaugusta underground station, the tramway runs all the way along Viale Palmiro Togliatti to end in front of the Ponte Mammolo interchange.
- The tramway infrastructure connects the three underground lines, line B at the Ponte Mammolo station, line C at Parco di Centocelle - Togliatti station on Via Casilina, and line A at Subaugusta station.
- The entire route is about 8 km long with 19 intermediate stops.



# Lights Priority for public transport



Ad oggi lo status degli interventi sugli itinerari è il seguente:



## Itinerari realizzati

- ☐ 1 - Gianicolense
- ☐ 2 - Prenestina (VISICS)
- ☐ 2a - Completamento P.Maggiore-Termini (VISICS)
- ☐ 8 - Togliatti (PON Metro)
- ☐ 9 - Melaina-Libia-Trieste (PON Metro)



## Itinerari di prossima realizzazione *(tramite appalti in essere di RSM, entro 06/2021)*

- ☐ 3a - Trastevere - Porta Maggiore (itinerario TRAM)
- ☐ 3b - Porta Maggiore - Verano - Thorwaldsen (itinerario TRAM)
- ☐ 3c - Thorwaldsen - Risorgimento (itinerario TRAM)
- ☐ 11 - Corridoio Laurentino (itinerario BUS-FILOBUS)



## Itinerari progettati *(da realizzare, con fondi POR FESR, entro 10/2022)*

- ☐ 5 - Gregorio VII (itinerario BUS)
- ☐ 6 - Vaticano-Vittorio Emanuele-Nazionale (itinerario BUS)
- ☐ 7 - Flaminio-Mancini (itinerario TRAM)
- ☐ 4a, 4b, 4c - Nomentana-Labia (itinerario BUS-FILOBUS)
- ☐ 10 - Marconi (itinerario BUS)
- ☐ 12 - Portuense (itinerario BUS)



# Improvement of Public Transport



## Purchase of zero-emission buses

- Purchase of **411 electric-powered urban buses**, to be put into service by 30/06/2026 (obligatory target to 31/12/2024, minimum purchase of 109 buses), for 208 ML€
- Infrastructure necessary for the commissioning of e-bus: construction and/or adaptation of existing depotss and provision of recharging points close to the terminals), for 84 ML€



## Integration with Jubilee funds

- **110 hybrid 18-metre** for a total expenditure of €44m.
- **244 methane 12-metre buses** for an expenditure of € 69 million

These new buses will be put into service within 2024



# SUMP SCENARIO: City Railways + Metro + Tram Network 29



legenda

**M** linee metropolitane

**A** Anagnina-Monte Mario FS

**B** Casal Monastero-Laurentina

**B1** A1 Scambiatore Nord-Laurentina

**C** Monte Compatri/Pantano-Farnesina

**D** Ogetti-EUR Agricoltura

**E** Piramide/Ostiense-Ostia C.Colombo

**F** Flaminio/Piazza del Popolo-Montebello

**T** linee tramviarie

**1** Stazione Termini-Auditorium/Città della Musica

**2** Flaminio/Piazza del Popolo-Vigna Clara

**3** Cornelia-Ponte Mammolo

**4** Togliatti/Abellie-stazione Trastevere

**5** piazza dei Gerani-stazione Termini

**6** largo Preneste-stazione Ostiense

**7** Basilica S.Paolo-Ponte Mammolo

**8** largo Preneste-Casaletto

**9** piazza dei Gerani-piazzale Clodio

**10** Ponte Mammolo-Basilica S.Paolo

**G** metroltram Giolitti-Scambiatore A1 Sud

**H** metroltram Torre Angela-Anagnina

**FL** linee ferroviarie regionali

**1** Orte-Fiumicino Aeroporto

**2** Roma Tiburtina-Tivoli-Avezzano

**3** Roma Tiburtina-Cesano-Viterbo

**41** Roma Termini-Frascati

**42** Roma Termini-Albano Laziale

**43** Roma Termini-Velletri

**5** Roma Termini-Civitavecchia-Grosseto

**6** Roma Termini-Cassino

**7** Roma Termini-Minturno/Scauri

**8** Roma Termini-Nettuno

**9** Roma Flaminio/Piazza del Popolo-Viterbo

**10** Anello metropolitano

**LEX** servizio espresso Termini-Fiumicino Aeroporto

capolinea bus regionali

bus per aeroporti

treni nazionali

parcheggio di scambio

**tazione** limite di validità della tariffa urbana Metrebus

**F** impianti a fune

**1** Casalotti-Battistini

**2** Bufalotta/Porta di Roma-Jonio

**3** Villa Bonelli-EUR Magliana

**4** piazzale Clodio-Ponte della Musica

Metro & railways: + 45 km;  
Cableways, other: +10 km;  
Tramway branches: + 68 km;  
New stations/stops: 185



# Air quality issue in Rome

In May 2022, the *European Court of Justice* ruled against Italy for non-compliance with Directive 2008/50 on ambient air quality for **nitrogen dioxide** NO<sub>2</sub> in some Italian areas including Rome.

This Sentence followed the 2020 Sentence for the 2014/2147 infringement procedure concerning **PM10** also involving the city of Rome.

COVID studies shown the dependence of *NO<sub>2</sub> concentrations from road traffic*, particularly diesel powered vehicles.

Lazio Region approved in October 2022 the **update of the Regional Air quality Plan** (PRQA Lazio) to achieve the legal limit values on air quality by the year 2025.

The Implementation Regulations of the PRQA update set out, among others, *measures to limit vehicle traffic* to be adopted by Municipal Administration, starting from limitations to diesel categories.






# Policy Core - The Mobility ITS Centre

P.Le Degli Archivi, Roma



The Center puts together a series of subsystems, each dedicated to the performance of specific functions of monitoring and / or regulation of traffic flows.

Free acces to all services, codes and open data, updated real-time when available

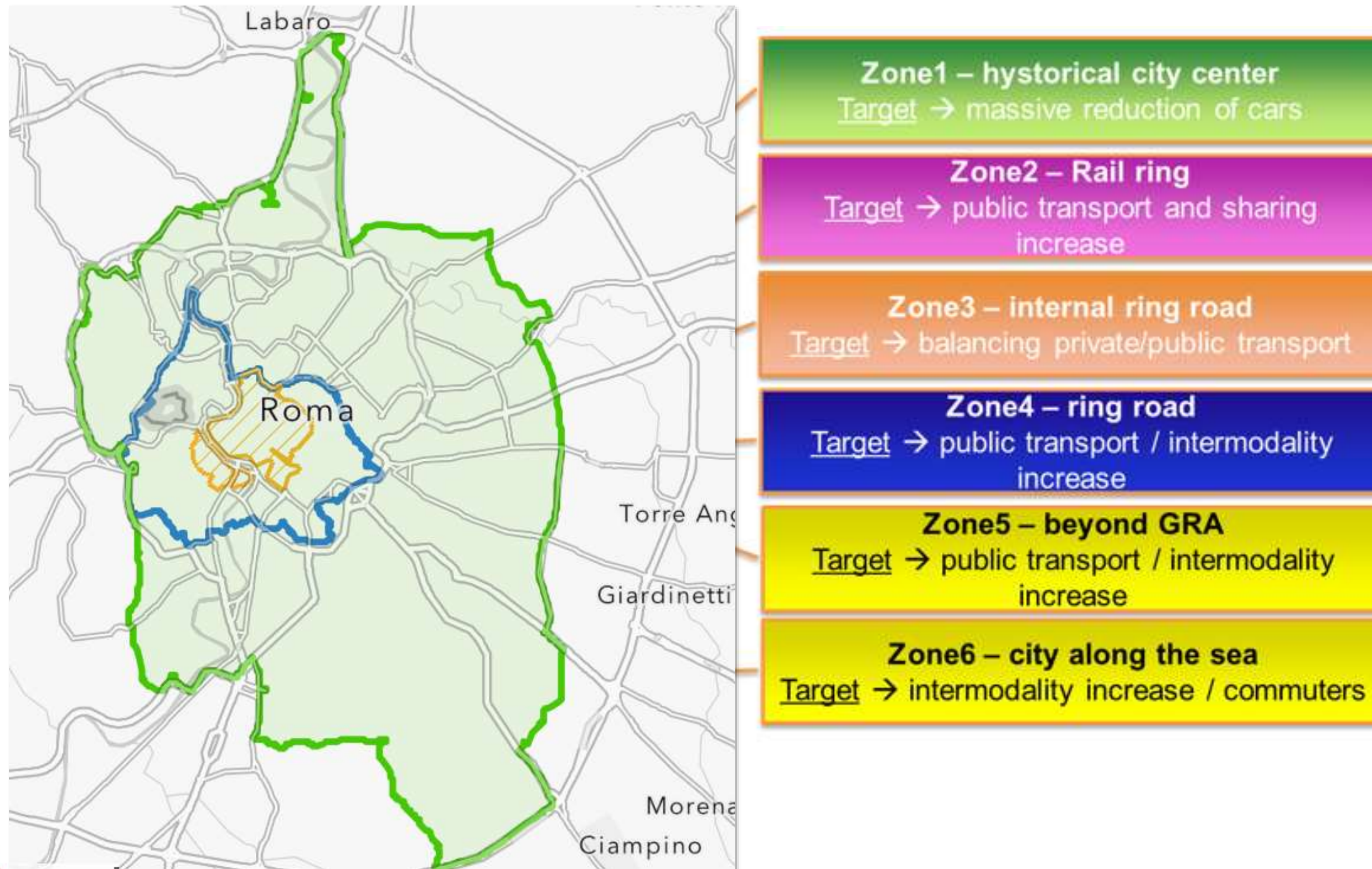
		Year 2016	Today
	Real-time information	Variable message signs (VMS)	6680
		UTT (Urban Travel Times) – positions	5189
		Electronic poles for PT	300320
	Fining & Control Systems	e-Gates for LTZ control	47113
		e-Gates for TP bus lanes	1739
		Fotored	11
		Vistared	1010
		Safety Tutor	22
	Monitoring Regulation Control	Video surveillance camera	7593
		Measurement stations	13064
		Traffic Lights	13761410



# SUMP: Demand Management Policies

32

City zoning always more in **6 areas with increasing constraints to private mobility** and focusing on multimodal mobility with emphasis to soft modes, supported by ITS measures.



Piano Urbano  
della Mobilità  
Sostenibile

DEMAND REGULATION



# SUMP: Demand Management Policies to be adopted



## Pathway to Climate Neutrality

Adherence to the EU Mission '100 climate neutral cities by 2030' where Rome was selected:

- Improve **Public Transport**, **multimodality** and **active mobility**:
- Widespread realisation of '**zero-emission**' **urban areas** starting from the areas most served by LPT

## UVAR in the Railway Ring Area

Full operation of the whole **74 e-gates system** for vehicle control. towards "**Pollution Charge**" model and **MaaS** promotion.

## LEZ in the Green Belt

Establishment and control of the Green Belt to reduce access only to compliant categories, enforced with installation of the first **80 e-gates in 2023**, to be completed in 2024 by another +70 e-gates, improved ITS centre and field control equipment, flexibility rules.

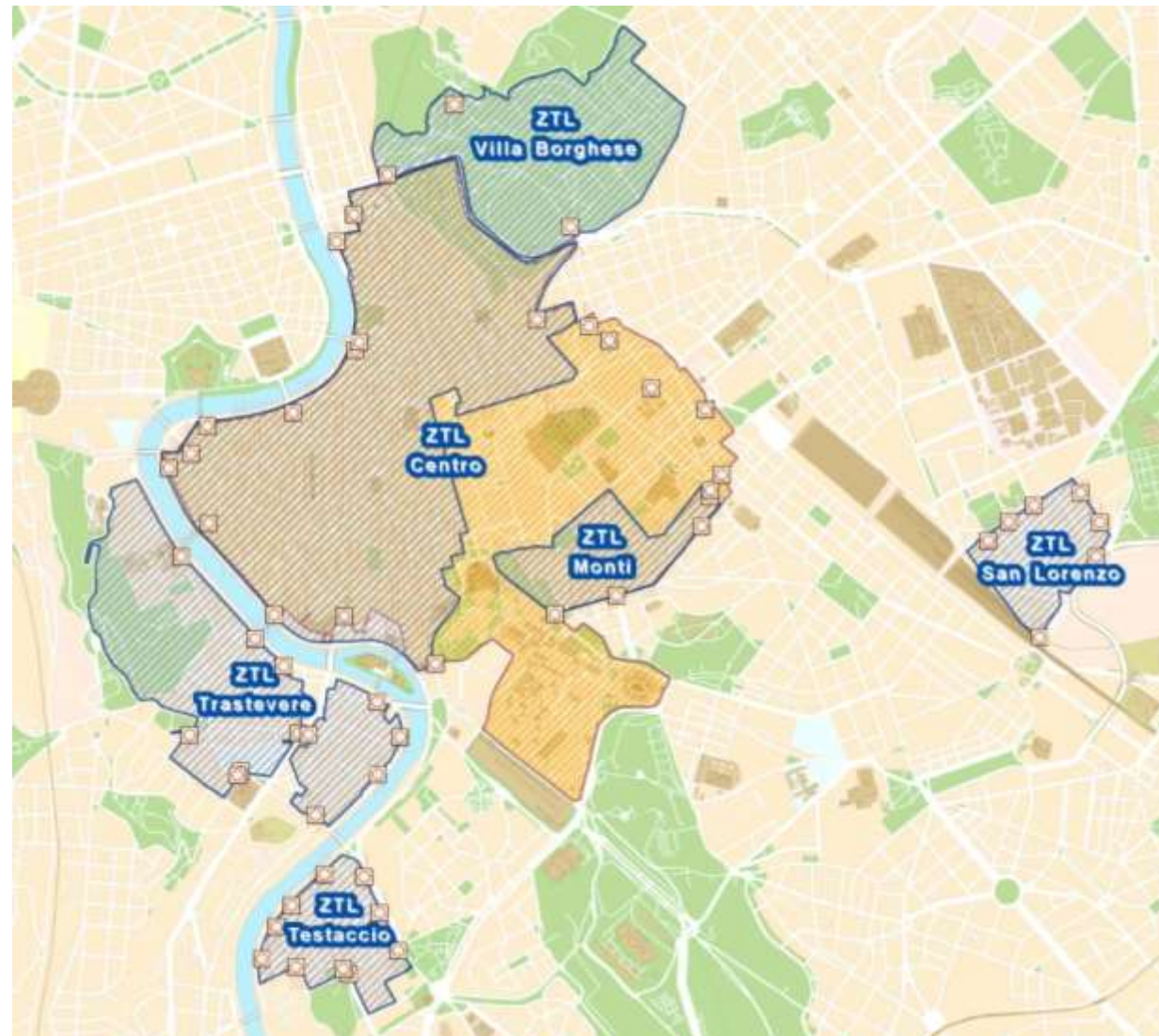


# SUMP: Demand Management Policies

## Zone 1: City Centre LTZs already fully controlled by electronic access control systems

Time-based, Permits given to selected categories decided by Municipal Council, subject to different annual fees.

**ANPR based controls carried out remotely by Urban Police.** Electronic Systems implemented, centralized and maintained by RSM.



### LTZ Historic Center

Mon. to Fri. 6.30 am - 6 pm  
Sat. 2 pm – 6 pm  
Fri. & Sat. 11 pm – 3 am

### LTZ Trastevere

Mon. to Fri. 6.30–10 am  
Fri. & Sat. 9,30pm–3am

### LTZ Villa Borghese

Mon. to Sun. 0 –24

### LTZ San Lorenzo

From Wed. to Sat. 9.30 pm – 3 am  
(May to July & September- October)  
Fri. & Sat. 9,30pm–3am  
(November – April)

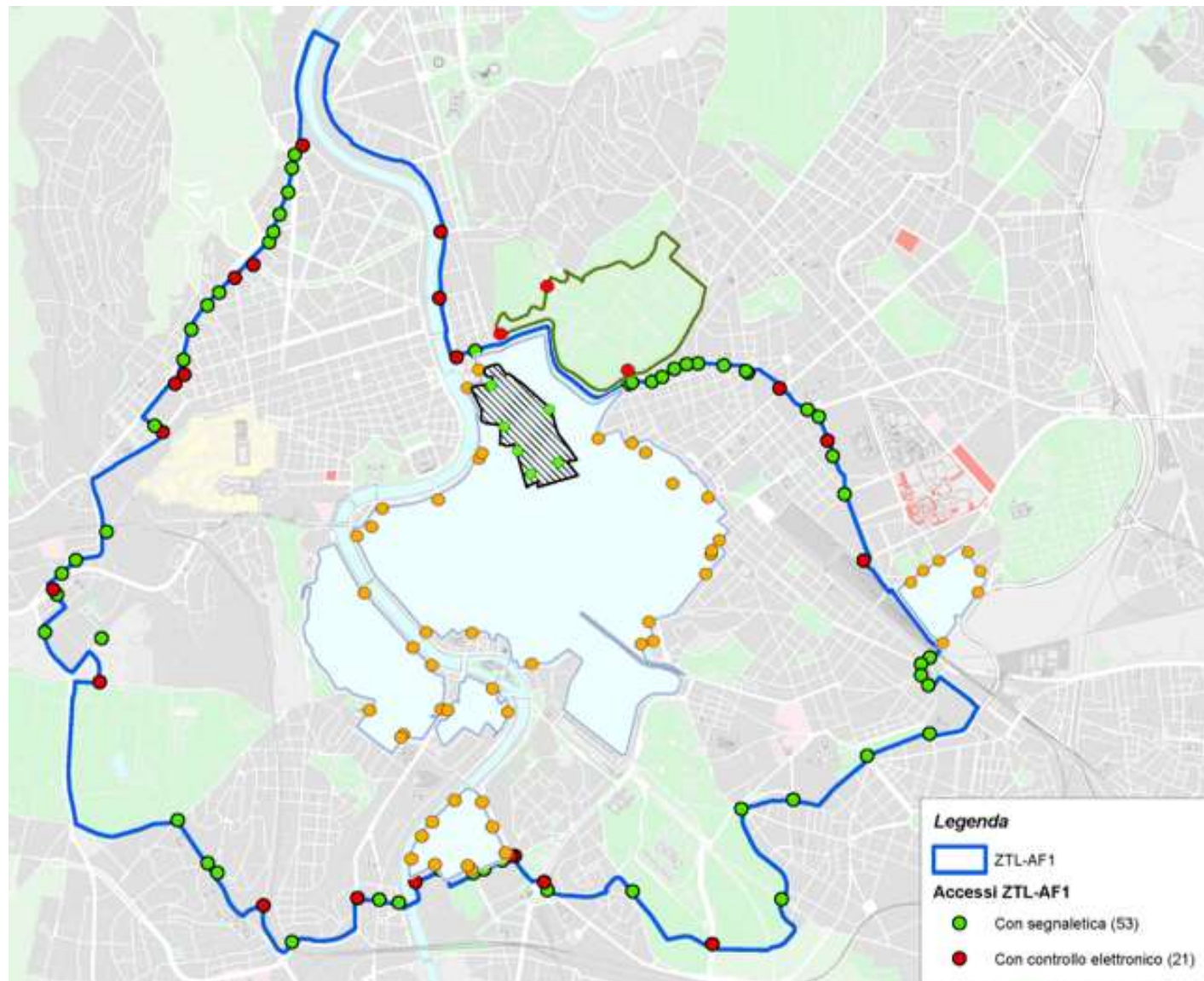
### LTZ Testaccio

Fri. & Sat. 9,30pm–3am



# SUMP: Demand Management Policies

## Zone 2 – Rail Ring: towards an internal control system



**LTZ VAM-Rail Ring:  
63 electronic gates**

### Presently operating system

Time-based, Restriction for all vehicles with total length over 7,5 meter controlled on the 21 e-gates in the red dots. Daily or other temporary permits for tourist coaches (or special freight delivery) subject to charge

### New operating system

Time-based, Restriction for all vehicles with total length over 7,5 meter controlled on the whole 74 e-gates (red & green dots). Daily or other temporary permits for tourist coaches (or special freight delivery).

**2024: ANPR based automatic check of Euro categories for all vehicles accessing the zone**

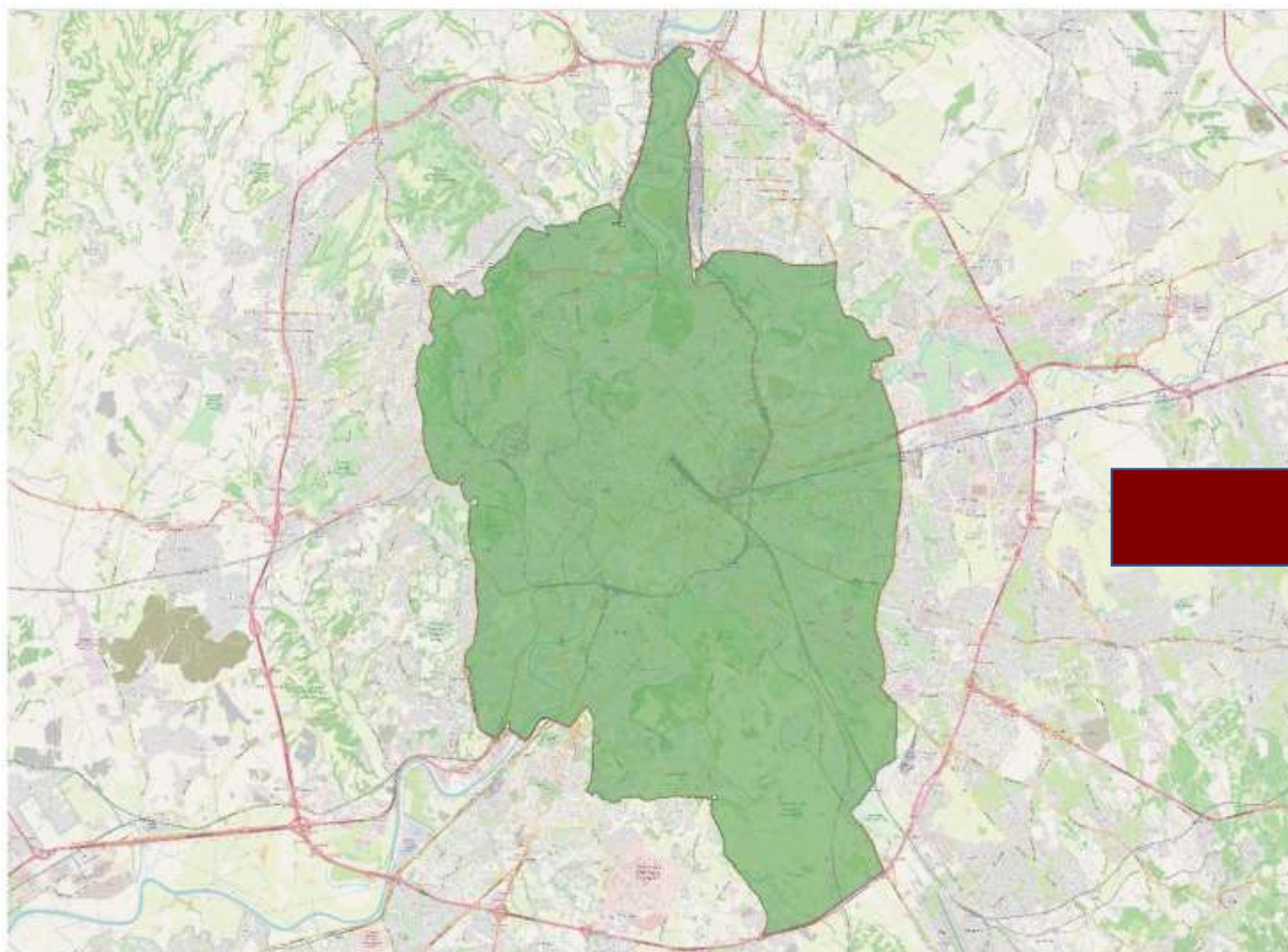


# SUMP: Demand Management Policies

## Zone 3: Green Belt LEZ to be controlled by electronic access control systems

A Council Act approved the LEZ in 2022. REACT-EU is funding the first batch of the e-gates project (8 ML€) including the System Data Center and the **first 80 electronic gates to be installed by November 2023**

**ANPR based controls on accessing vehicle to be carried out remotely by Urban Police.** Electronic Systems implemented, centralized and maintained by RSM.



Surface: 156,16 kmq – 45 % of the area inside G.R.A.

Perimeter; 72 km

Accesses: ab. **160**, e-gates I phase 80 controlled paths



# Demand Management Policies: Mitigation measures in Rome



## Services for communication

Dedicated campaigns to inform about changes to circulation, introduction of new measures, incentives and dedicated contact centre, before and after surveys

## Incentives towards sustainable mobility

A national fund was created in order to adopt interventions aimed at improving air quality in the sectors of mobility, and the rational use of energy.

Lazio Region and Rome Municipality requested their use to support the **strong change of habits** requested to citizens in the Municipality act.

Rome Municipality has now **18 ML€** to incentivize sustainable mobility and **every year 5 ML€** will be available for this scope until 2034.

## Flexibility rules

Introduction of limited number of free permits of entrance into Green Belt for non-compliant vehicles in the first three years (60,30,5) or MOVE-IN distance – based system remotely controlled;



# Demand Management Policies: Mitigation measures in Rome



## NEW ITS & DIGITAL TOOLS



- Development of the advanced **ITS (Intelligent Transportation Systems) system**, distributed throughout the area, consisting of sensors and data collection equipment, **enables an integrated, sustainable and innovative management of urban mobility**
- **Implementation of tools**, such as the **Data Lake platform** and the **Mobility Centre**, to streamline Rome's transport network and provide information to users on mobility, including use of AI and Machine Learning technologies in order to make forecast estimates on short-term traffic and correlated emissions
- **Implementation of the MaaS platform**, making the city more connected and improving the quality of services offered, **bringing together the offers of mobility service providers** and providing end users with access through a **single integrated platform**

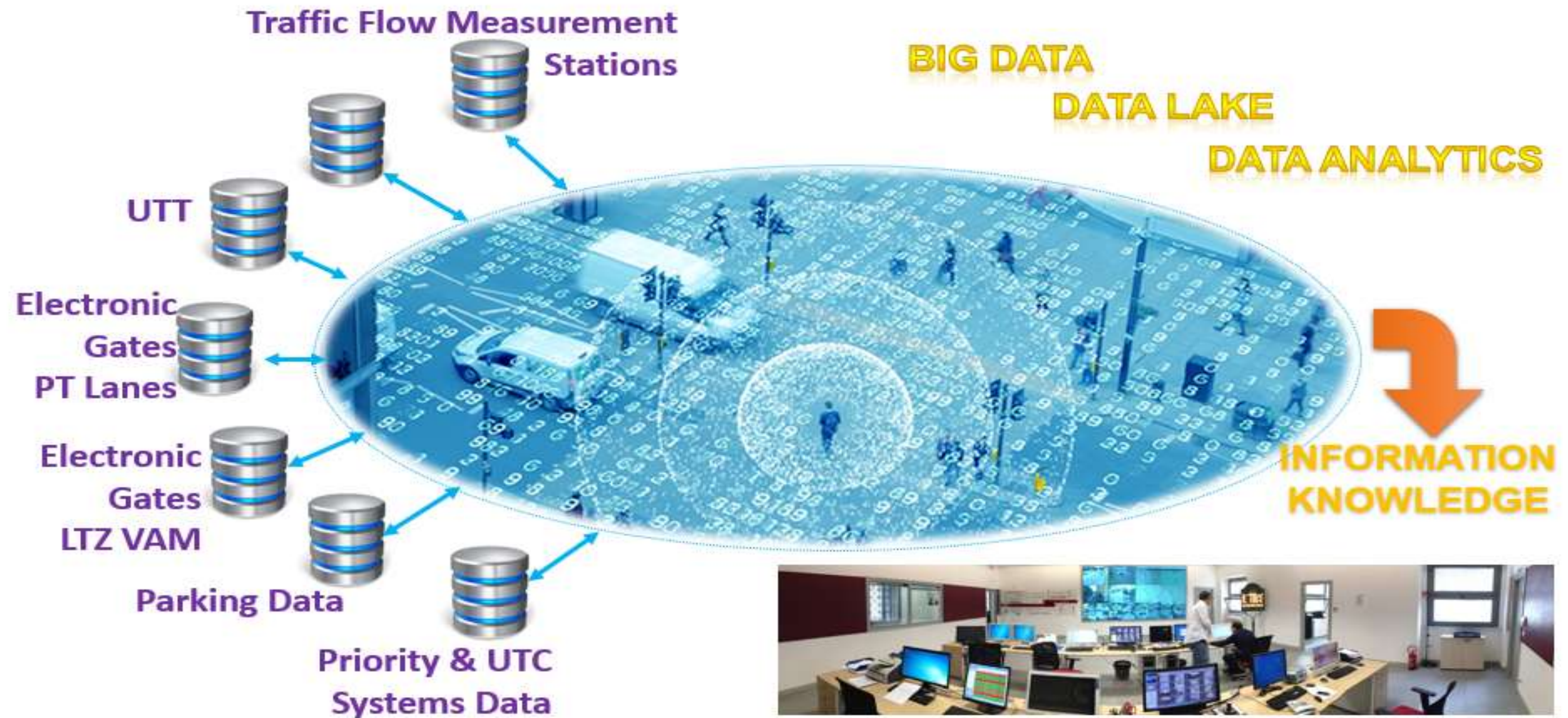
Real-time information

Smart Mobility

Integration of mobility services



# CENTRAL SYSTEMS DEVELOPMENT & AI

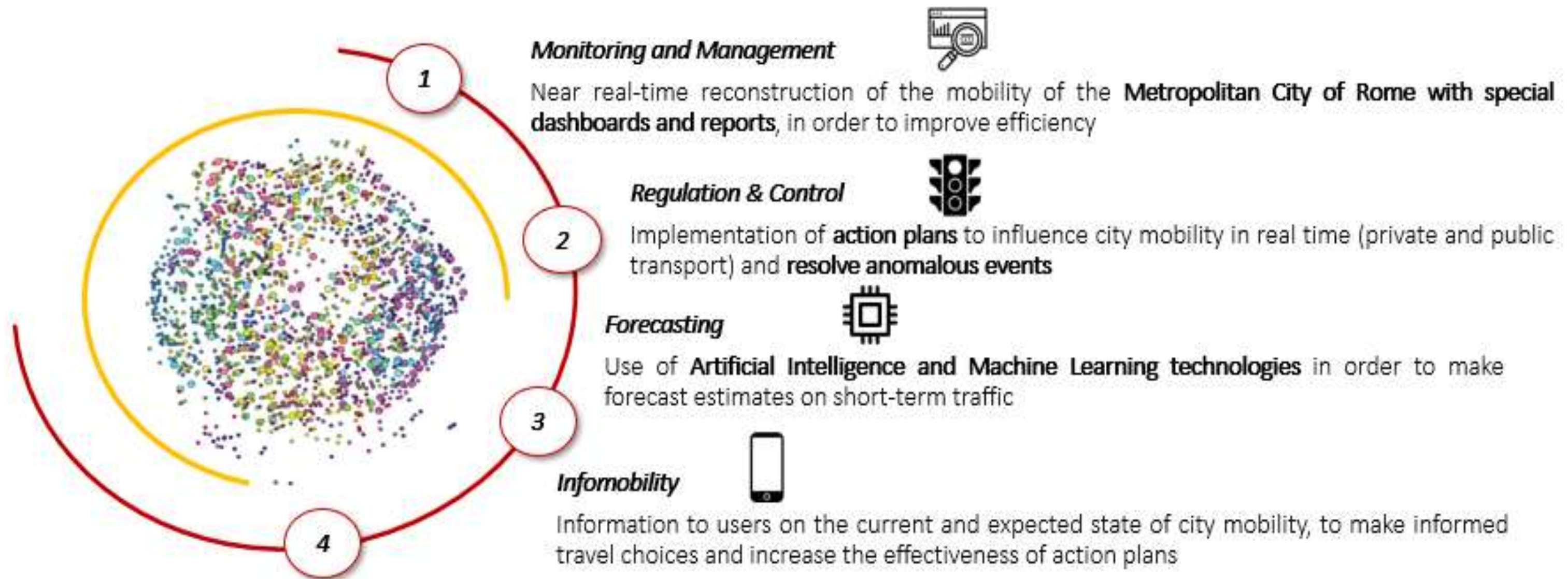




# The new Command & Control Room



*The new Mobility Center (CdM), currently in the final release phase, will be a tool available to the entire **metropolitan area of Rome** in order to unify, manage and use the information coming from all the actors involved in mobility and from different ITS systems present on the territory*



*Growing the availability of **open data and datasets** for all citizens and developers*

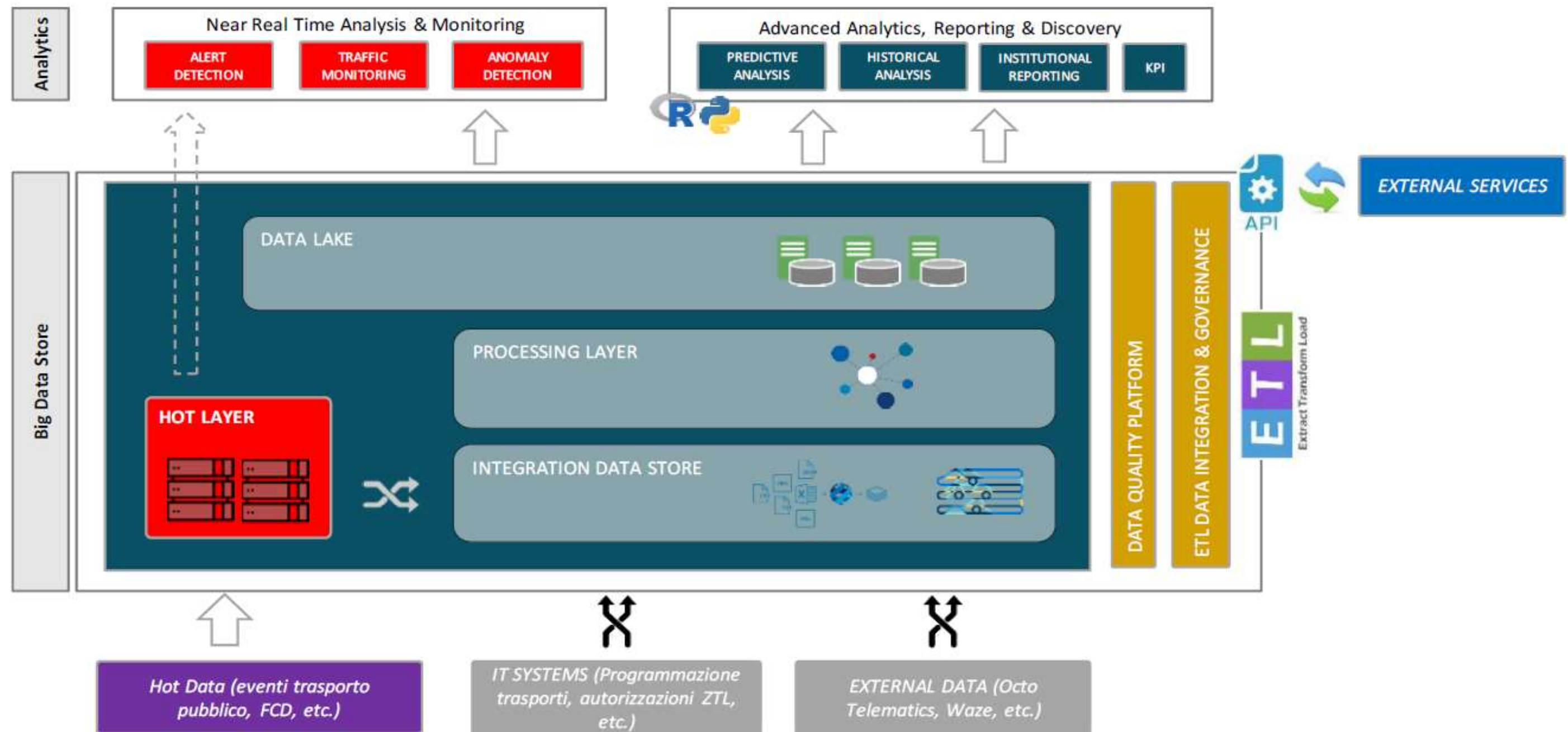
See <https://romamobilita.it/it/tecnologie>



# Central Functional Architecture based on BIG DATA

*The architectural design is based on a BIG DATA Store (data ingestion processes from heterogeneous sources) and the Analytics Layer (both traditional and machine learning).*

*All types of data are processed for both real time (or near real time) and scheduled (batch) operational scenarios, up to historicisation and statistical series for tactical and even strategic forecast scenarios.*



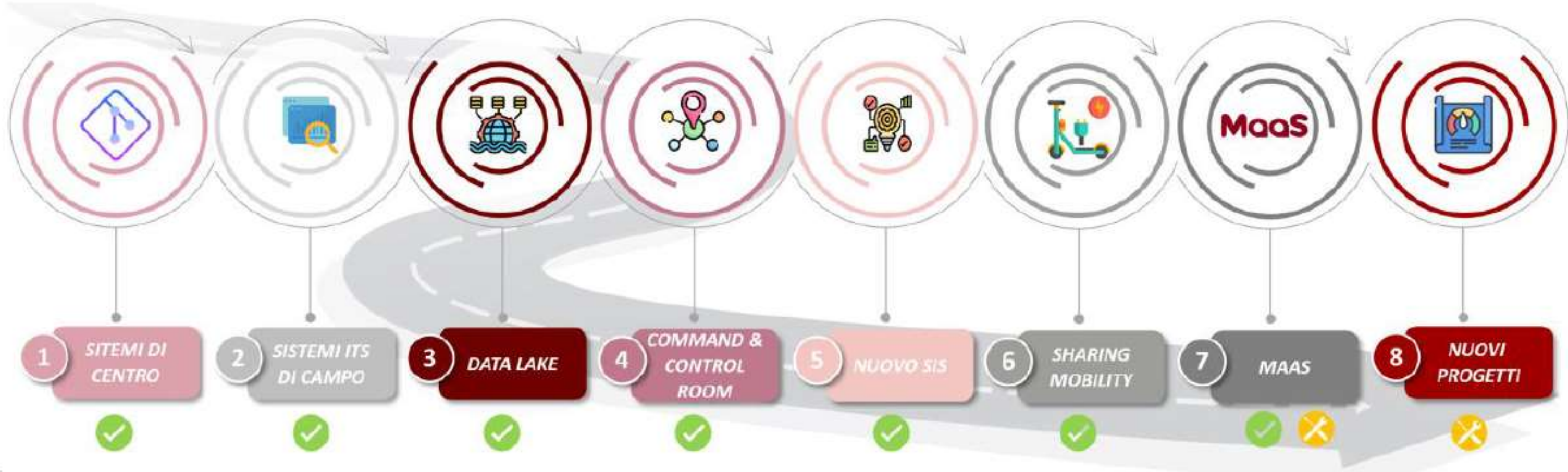


# The Digitisation Path of Rome's Mobility Centre

## Main objectives

- Reducing traffic congestion
- Making local public transport services more efficient
- Increasing the offer of more sustainable and flexible transport solutions
- Integrating different forms of transport
- Increase and optimise mobility information services for end users
- Improve the quality of Sharing Mobility Services
- Foster vehicle-infrastructure interconnection

## Project pathway and implemented interventions

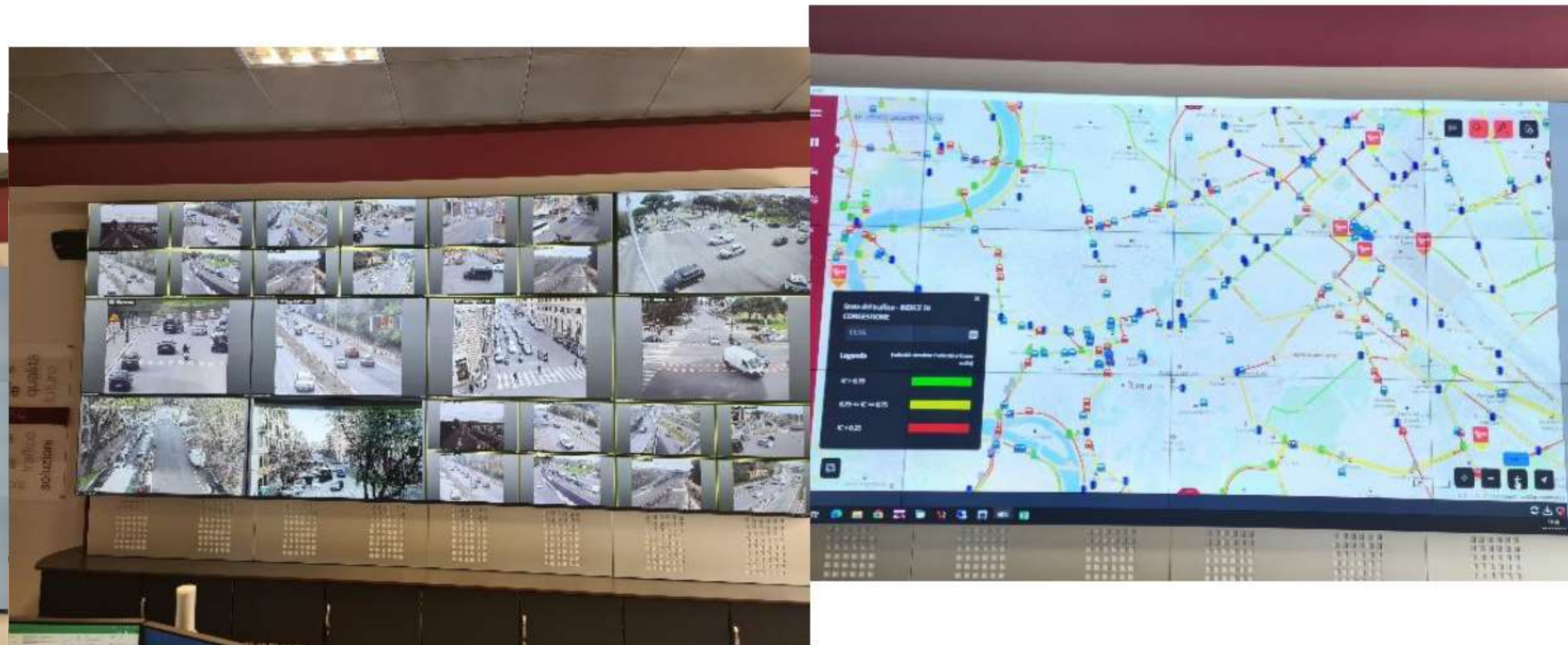
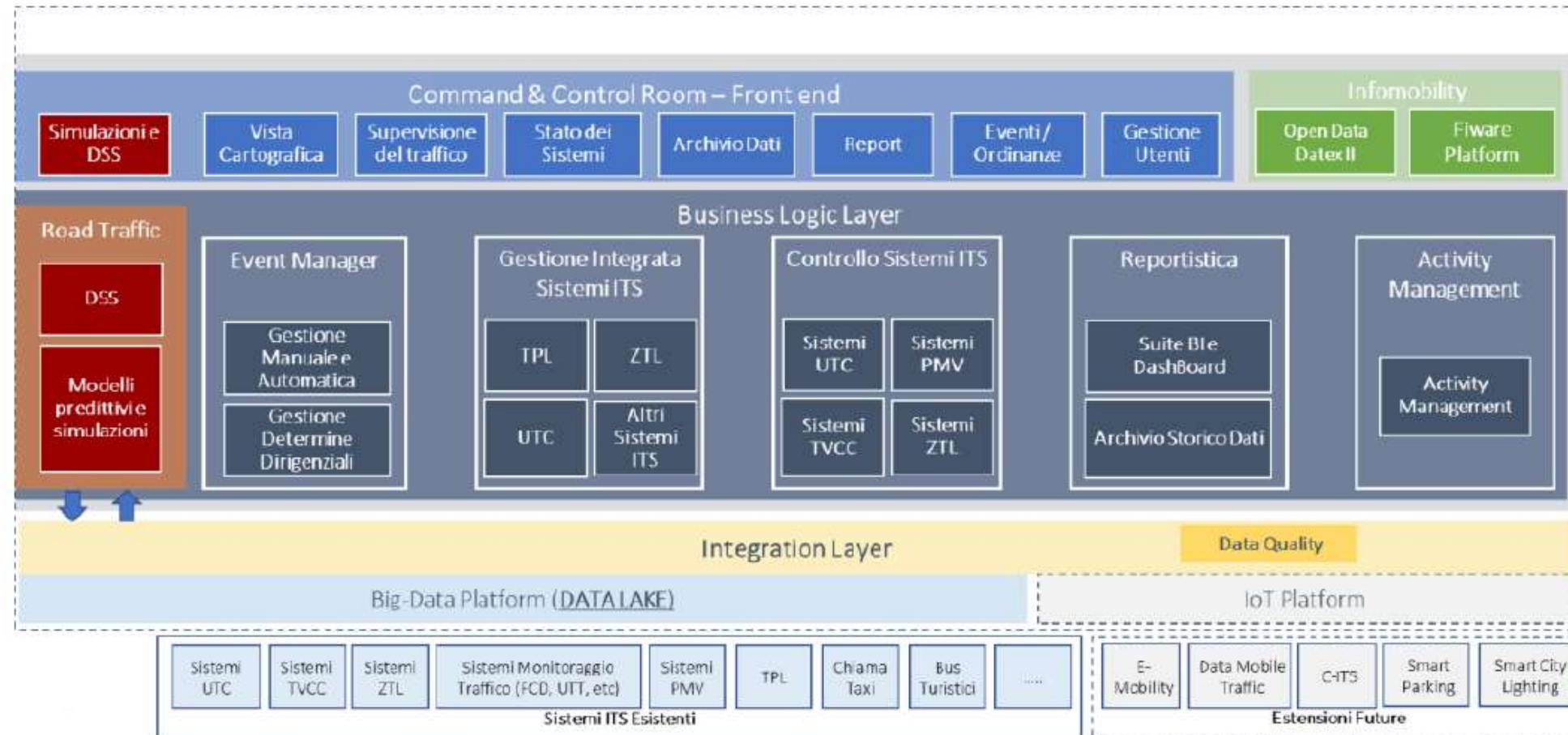




# Rome's Mobility Centre: control room Architecture

Based on the following main components:

- Infomobility Hub
- Control Room Real Time Interface
- Business Logic Layer (Event Manager, Integrated Management, ITS System Control, Reporting)
- Activity Management
- Integration Layer
- Big Data Platform (Data Lake)
- Data Quality layer





# The open data policy of Rome mobility Agency.

<https://romamobilita.it/it/tecnologie/dataset-geografici>



HOME / TECNOLOGIE

## Dataset geografici

In questa pagina trovate i dataset messi a disposizione da Roma Servizi per la Mobilità in formato [GeoServices REST](#). Per utilizzarli non è necessaria alcuna registrazione, ma si deve accettare la [licenza d'uso](#).

Open Data di Roma Mobilità

Q Cercare

Tutto

Dati

Documenti

Applicazioni & Mappe

Filtri

Reset

1 - 20 di 107 risultati

Rilevanza ▼



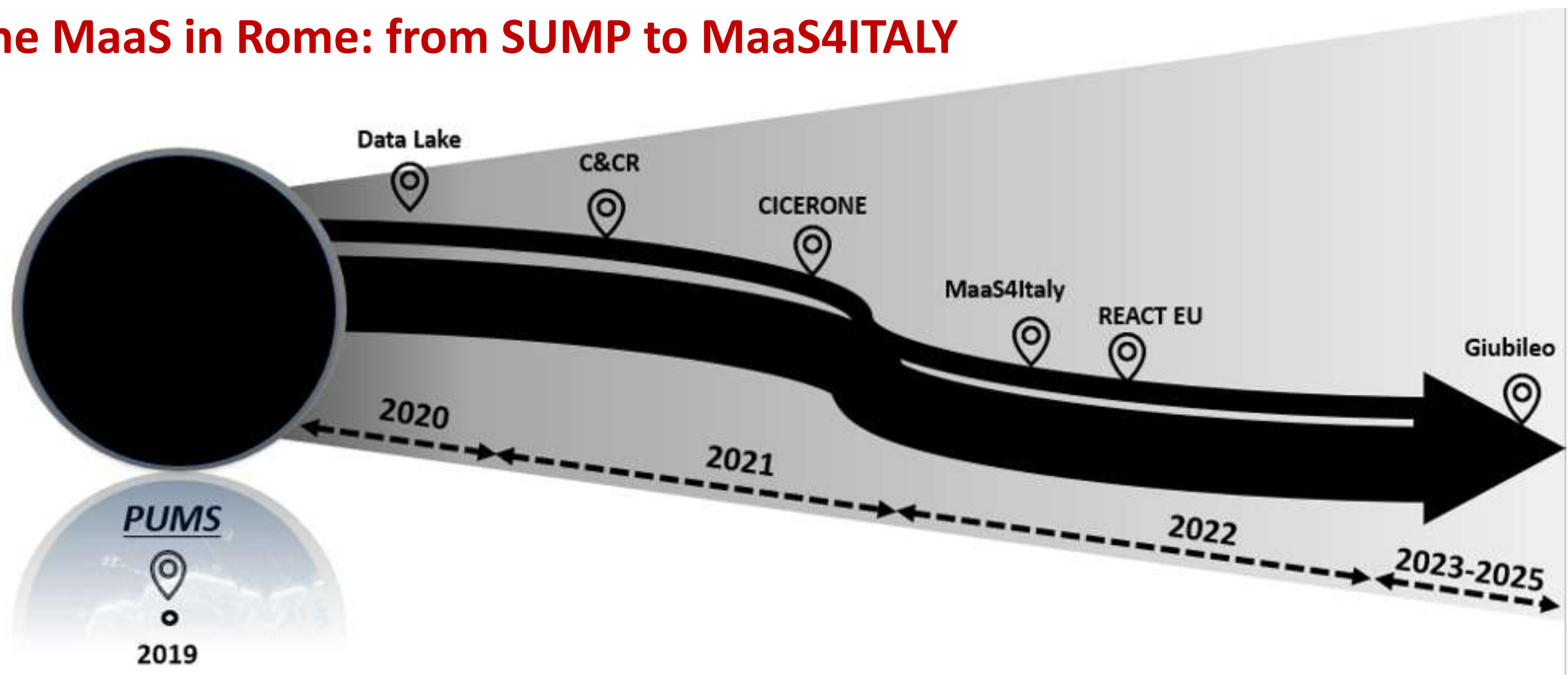


# Mobility as a Service (MaaS4Italy) in Rome

The **MaaS4Italy** represents the main innovation in terms of **intermodal mobility**, the goal is to develop a **single national MaaS sustainable, inclusive and open to the market** and able to use AI tools to better meet users' needs

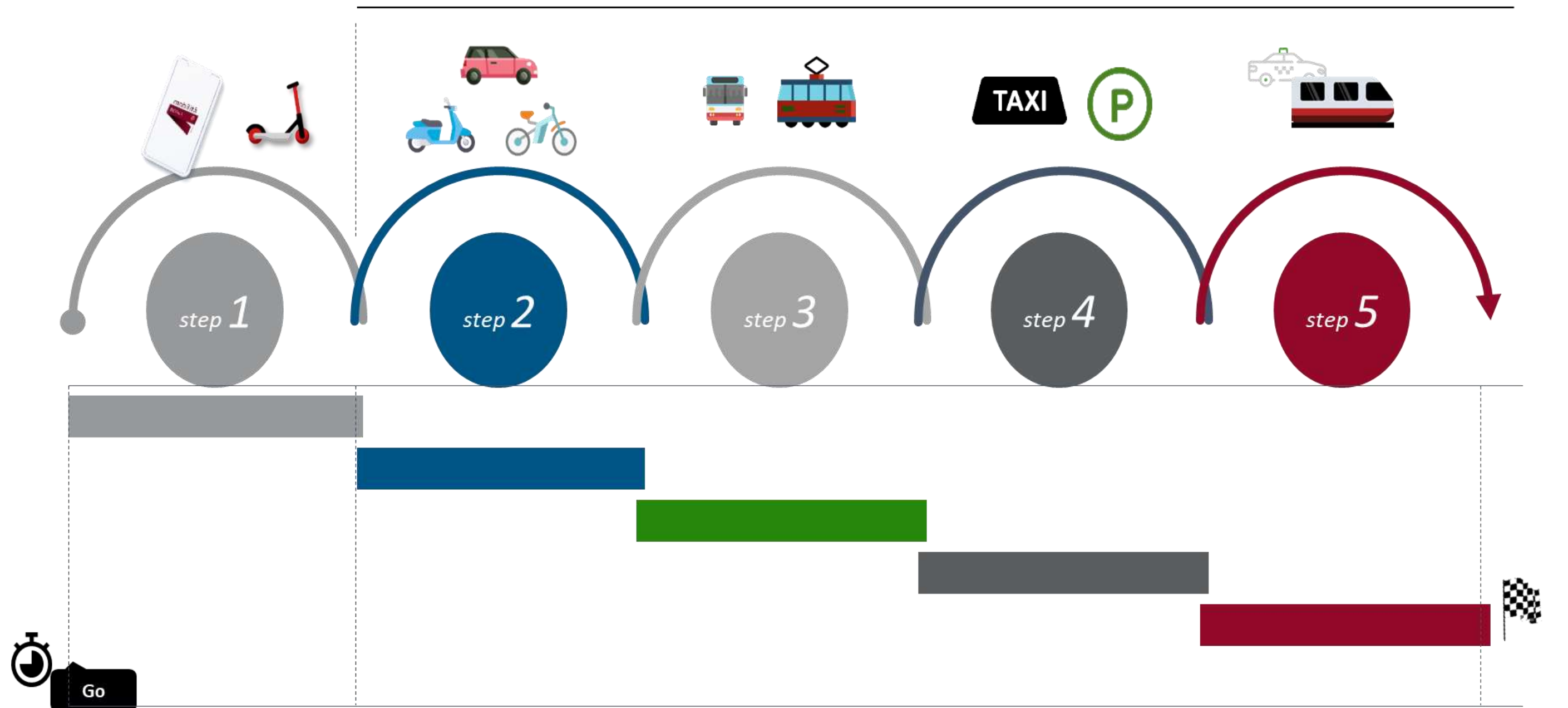
**All public and private mobility solutions** operating in the territory are included with the highest level of integration as well as **all MaaS Operators**

## The MaaS in Rome: from SUMP to MaaS4ITALY





# Mobility as a Service (MaaS) in Rome



To be completed within 2024



# Cycling network extension: impacts on Jubilee



## Current cycling network in Rome:

- About 320 km, of which about 100 km in parks and historic villas
- **925 racks for 4,625 bike spaces**
- **400 overall Bike Boxes:** being installed in 7 mini-hub in metro stations, open last week

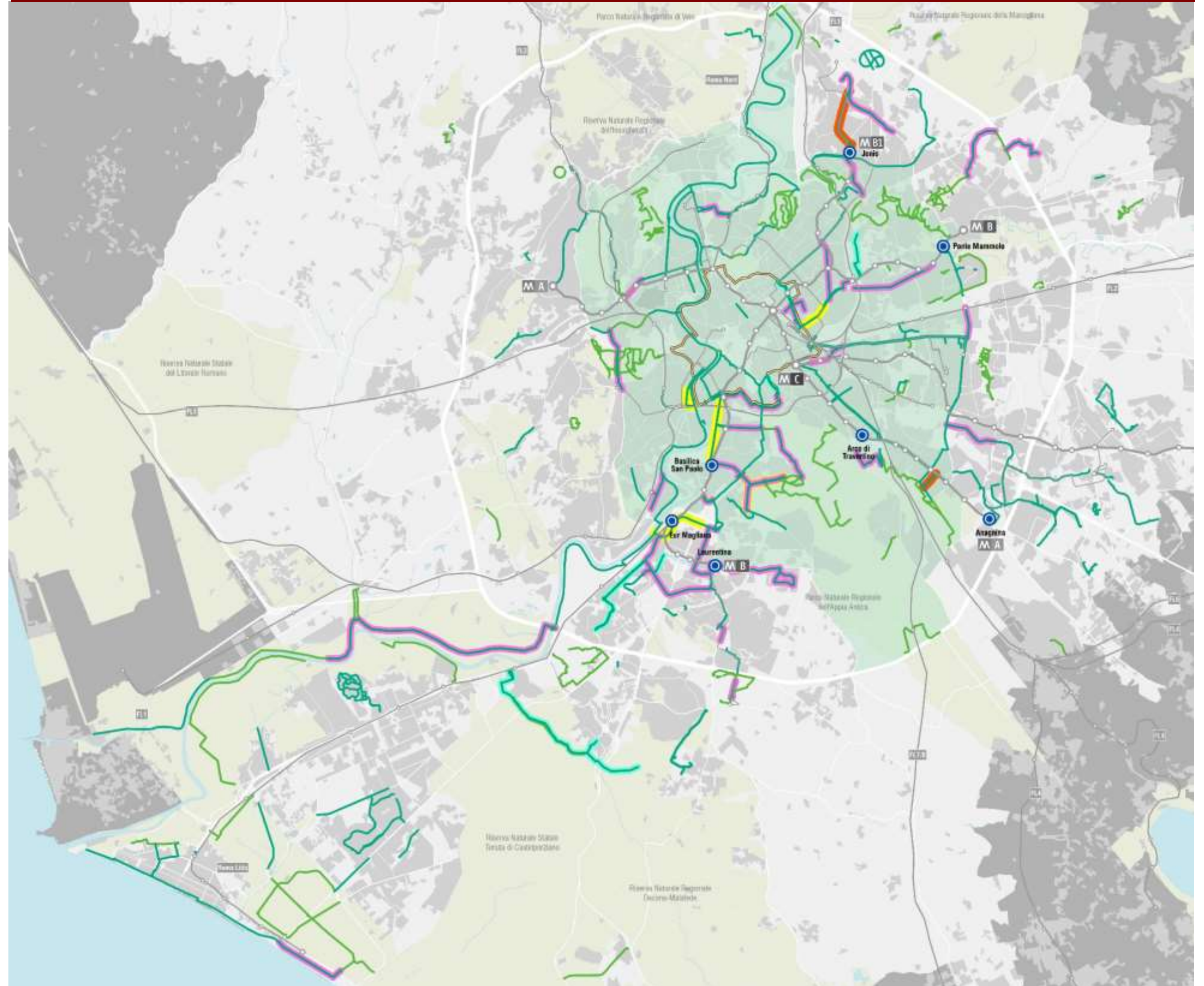
## Short-term scenario (2025):

- **+120 km cycling paths**
- **+1,600 Bike boxes** in further 33 mini-hub in metro & urban rail stations

## Medium-term scenario (<5 years):

- **Further + 130 km** (48Km every 100Kmq)

## Cycling network: existing, under implementation, designed





### *Bicycle Mini-hub*

Objective is to incentivize the **use of bicycles to travel the 'first mile'** to/from home to the metro station by parking them in a safe location and to open opportunity also for delivery operations.

The first 7 "hubs" are to offer 408 bike parking spaces.

RSM is completing the implementation activities to open service within June.

ATAC manages the service to citizens.

Second contract will include **further 17 stations** to be completed in 1 year.

1	LAURENTINA
2	ANAGNINA
3	SAN PAOLO BASILICA
4	EUR MAGLIANA
5	PONTE MAMMOLO
6	ARCO DI TRAVERTINO
7	JONIO



Rome Bike box stations:  
start 21st September 2023





Bike parking – Magliana  
MB





## Viale Aventino





# GRAB Project: Inclusive, accessible and safe



## Legenda

GRAB  
Grande Raccordo Anulare delle Bici

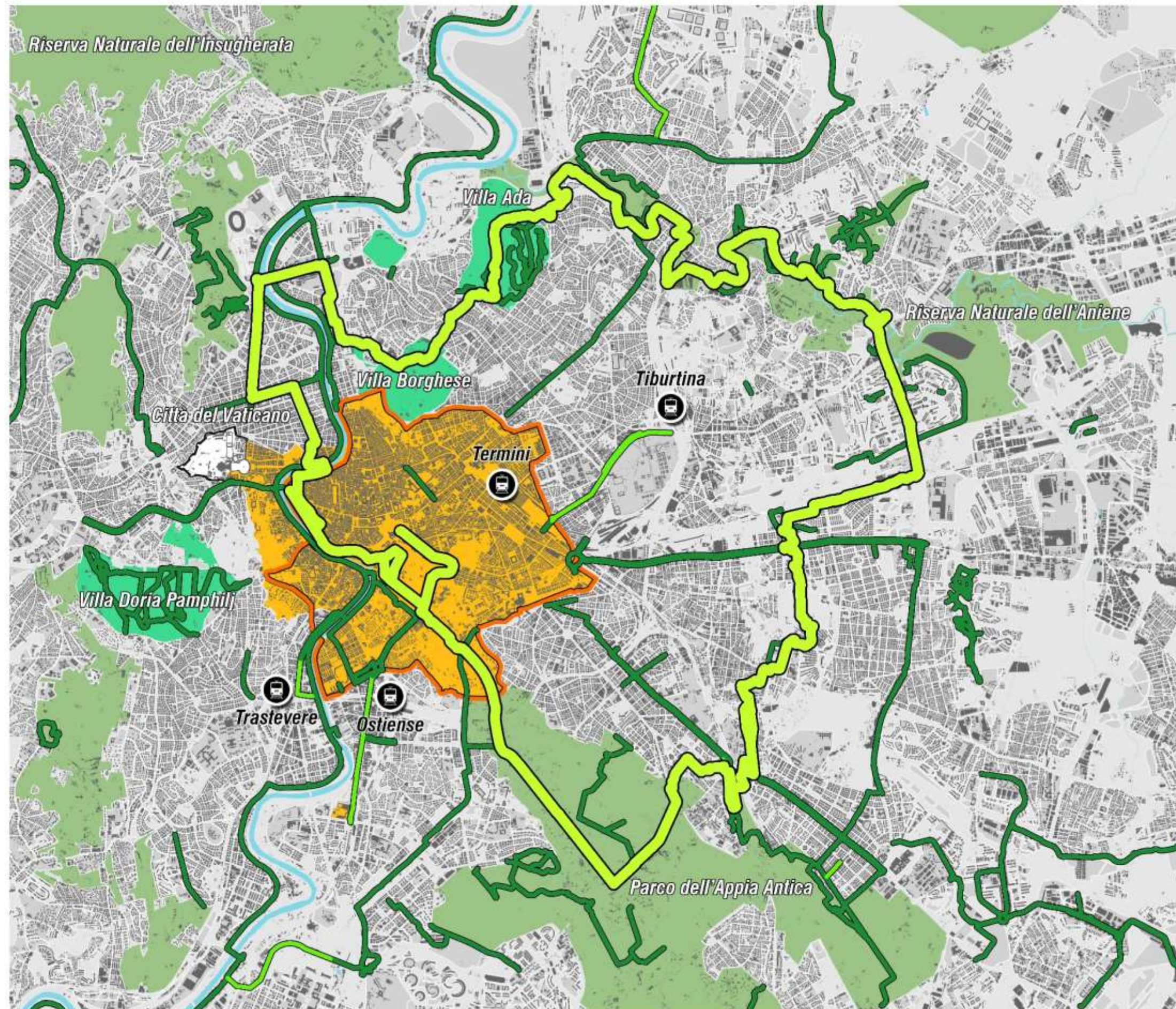
## Piste ciclabili - attuazione

Esistenti  
Nel breve periodo

## Il Sistema storico-naturalistico

Parchi Istituiti e Riserve Naturali  
Ville storiche e giardini configurati  
Patrimonio UNESCO  
Mura aureliane

Stazioni internazionali  
Aree urbanizzate



Il GRAB





# GRAB Project: Inclusive, accessible and safe



- GRAB is an **element of conjunction and intermodality**, passing through eight subway stations on four different lines (A, B, B1 and C), as well as 13 stops on six different tram lines and three railway stations.
- In addition, there will be three other railway stations (Roma-Lido, Roma Nord and Roma-Giardinetti) and nine metro stations less than a kilometer from the ring.
- **GRAB is included inside the three internal zones of the city**
- From the **Imperial Roman Fora**, visitors on the GRAB will see the **contemporary architecture** of Zaha Hadid and Renzo Piano, street arts, as well as the historical monuments of the Colosseum, the Vatican and the Trastevere district.
- The ring will also permit connections with the **public parks** (Appia Antica, Caffarella and the Aqueduct) and with the rivers Tiber and Aniene.
- The GRAB is included in PNRR and it will start implementation with **Lot 1 "Arco di Costantino - via dell'Almone"**. It includes a reconfiguration of the road axis of Via di San Gregorio in favor of pedestrian and bicycle mobility.



# From a car jammed scenario





# To an open air museum – via di San Gregorio<sup>○</sup>





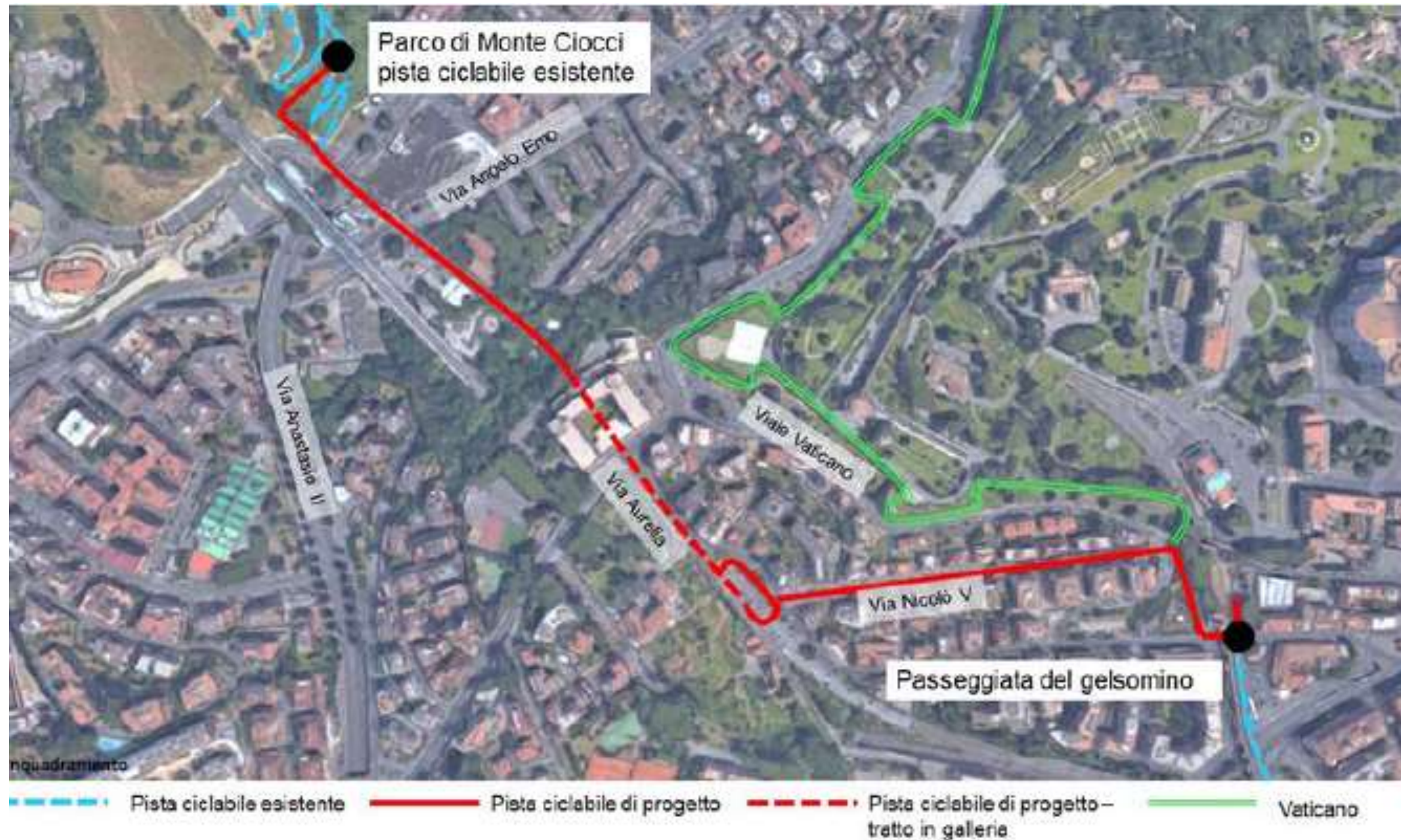
# To an open air museum – via di San Gregorio<sup>○</sup>





# Active Mobility: integration with Jubilee 2025

## Ciclyng path via Francigena pilgrim path -Monte Ciocchi - San Pietro





# MONTE CIOCCI - ST. PETER'S BASILICA CYCLING PATH



The existing viaduct: Before and After Project





# IMPLEMENTATION WORKS ON CYCLING: FOCUS ON RRF

## Legenda

### Piste ciclabili

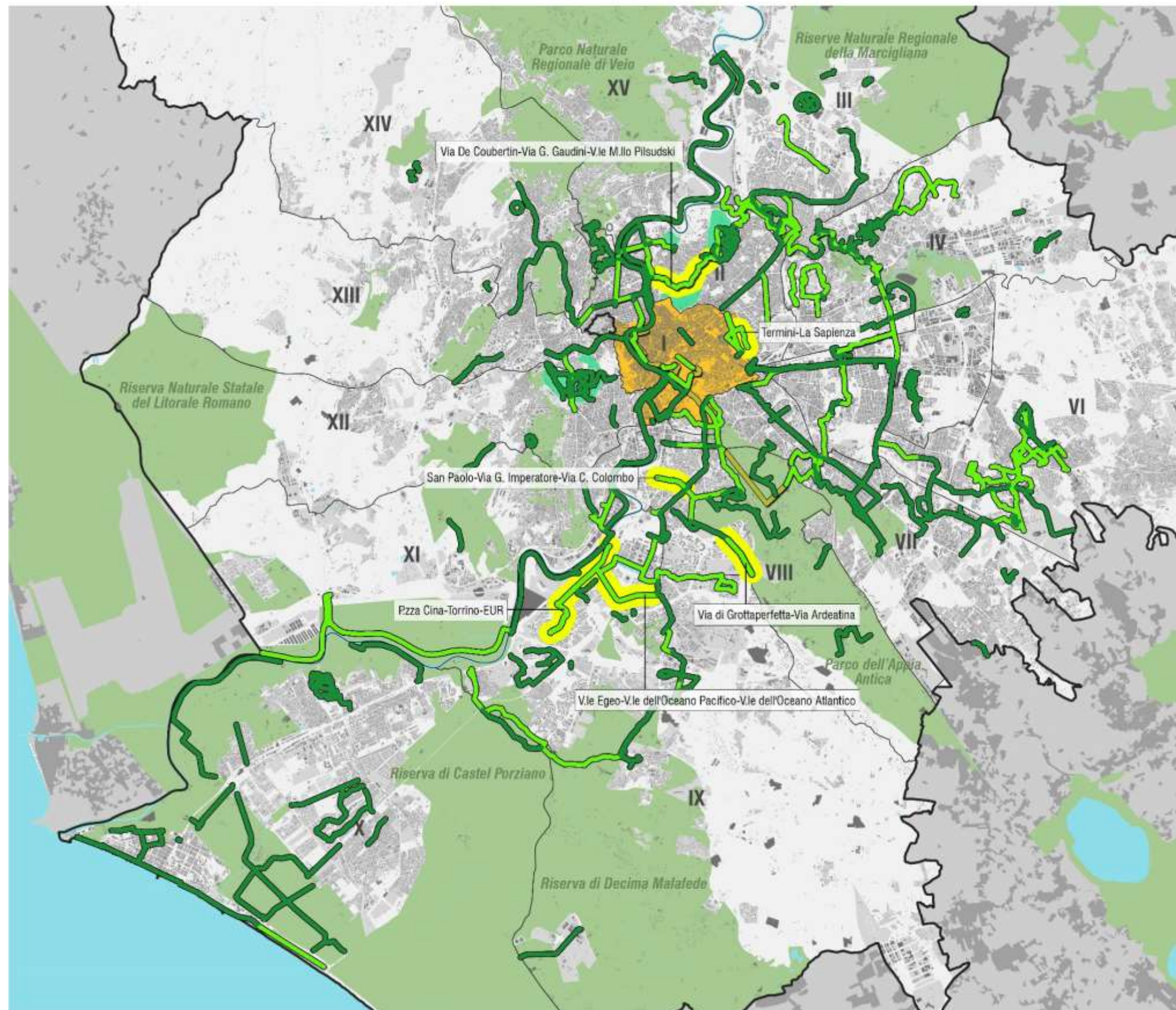
- Esistenti
- Finanziate
- GRAB  
*Grande Raccordo Anulare delle Bici*

### Fonte finanziamento

- I target PNRR

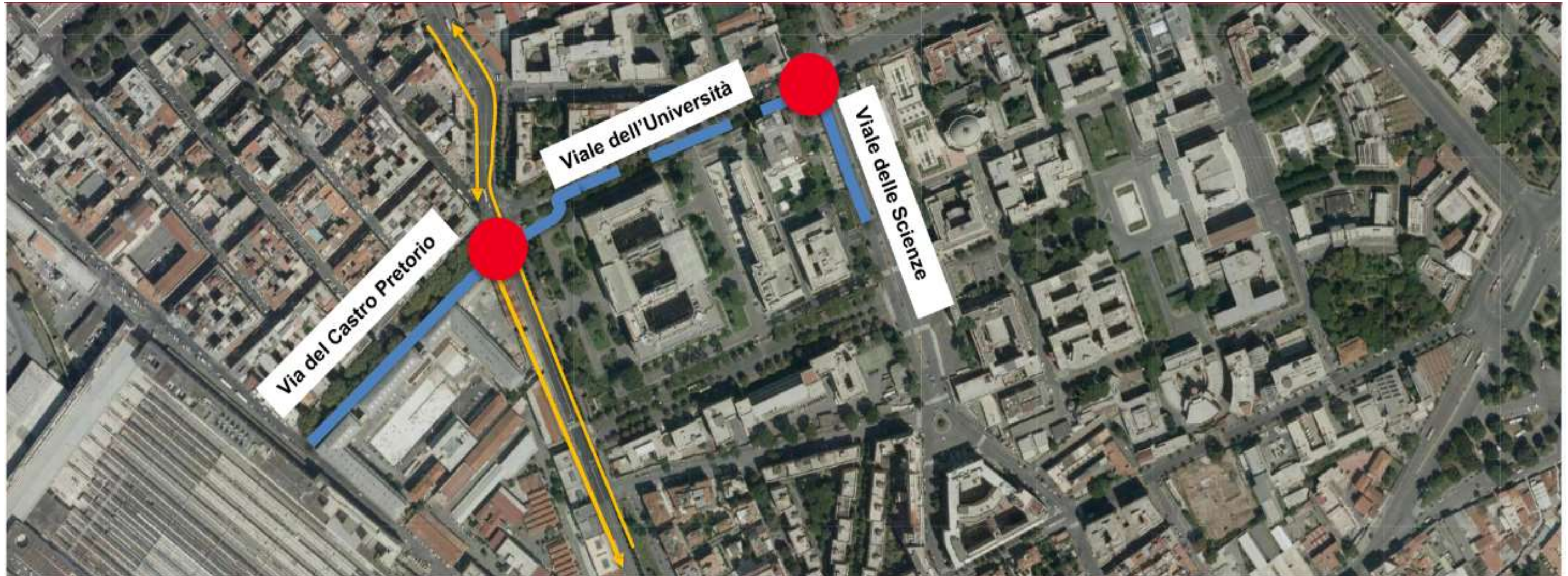
### Il Sistema storico-naturalistico

- Parchi Istituiti e Riserve Naturali
- Ville storiche e giardini configurati
- Patrimonio UNESCO
- Aree urbanizzate





# CYCLING PATH TERMINI STATION – UNIVERSITY LA SAPIENZA



Pista in sede propria protetta da sosta/protetta da cordolo



Pista in propria su area verde



Bike lane esistente (Transitoria)



Intersezioni semaforizzate da riconfigurare



**PUMS**  
Piano Urbano  
della Mobilità  
Sostenibile





# ROME FOR JUBILEE: A CITY FOR ACTIVE MOBILITY ?



**PUMS**  
Piano Urbano  
della Mobilità  
Sostenibile



# Sustainable Urban Logistic Plan in Rome



SHORT TERM (< 3 years)	MEDIUM TERM (3–7 years)	LONG TERM (7–10 years)
<b>Living Lab approach</b>	Vehicle accreditation systems	Urban Distribution Centres (UDC)
Information campaigns and gamification processes	<b>Mini-hubs</b>	Reverse logistics
<b>Incentives for low-emission vehicles</b>	<b>Parcel lockers</b>	Shared electric vans
Increase of the offer of L/U areas	Technological systems for management and control of L/U areas	
<b>New permit system and expansion of the Freight LTZ</b>	Electric charging points	
	Crowd-shipping	
	<b>Delivery systems with cargo bikes</b>	
	Off-peak deliveries	

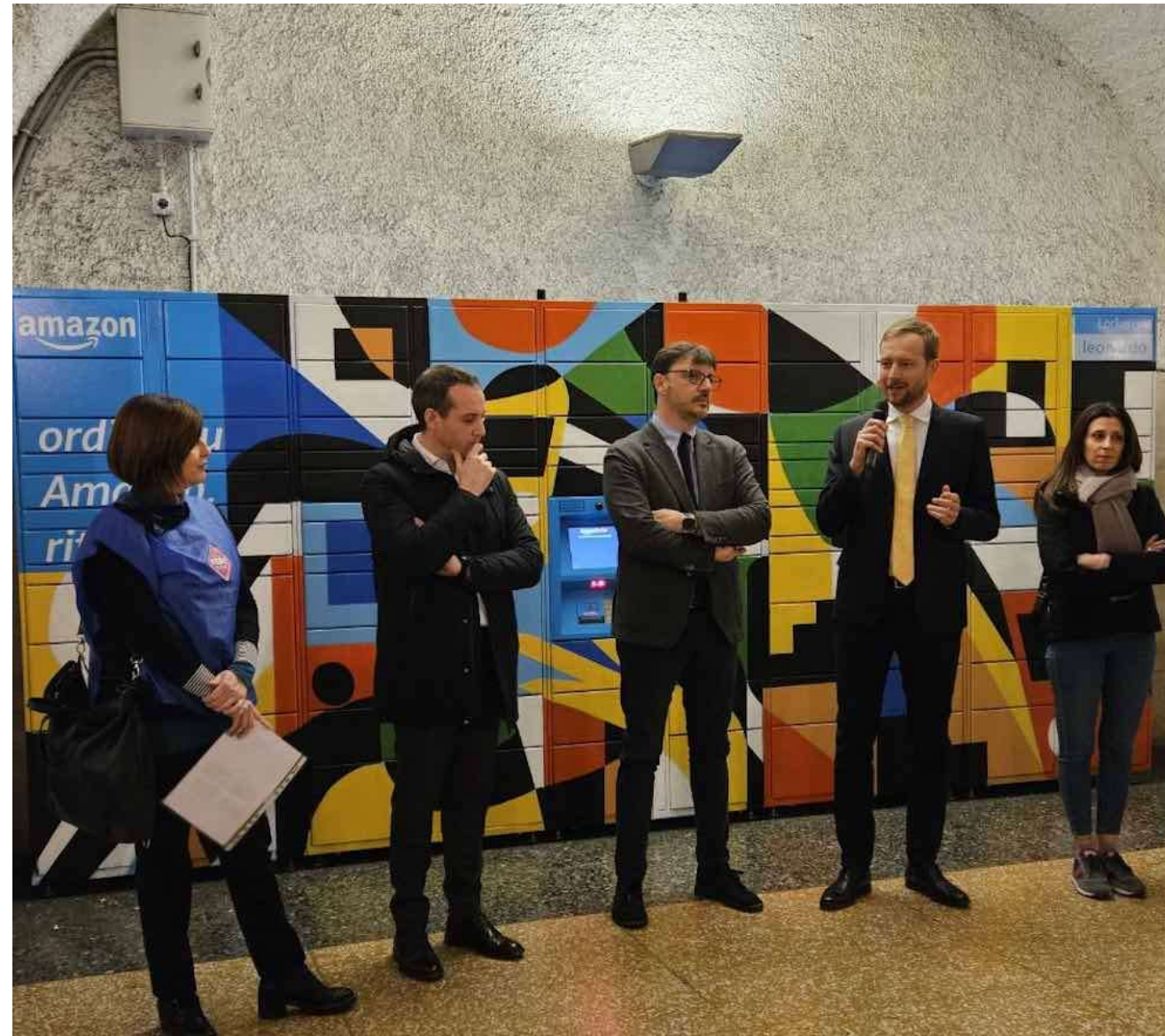


# Parcel locker system in Metro stations

In December 2022, Rome Municipality and ATAC – PT public company in Rome - inaugurated the first "lockers" parcel collection point, in the **Pigneto station of Metro C**.

It is part of the Sulp to be approved by City Council in 2023

Delivery through lockers increases services to the customer within the public transport infrastructure, making Metro stations increasingly strategic hubs for city mobility.



The new lockers are active in the ATAC stations of Valle Aurelia and Anagnina (Metro A), **Termini** and Sant'Agnese Annibaliano (Metro B/B1), Pigneto, Malatesta, Teano, Mirti and Torre Maura (Metro C).

Within 2023 service extended up to **21 stations with 2.700 delivery/day**



# Hub for passengers and logistics mobility in Trastevere: Flavio Biondo square

Square just in front of a regional/national railway station in Rome.

Already started Intervention to **fully requalify the square into a multimodal hub** with:

- Central area dedicated to PT;
- Special pathways to connect the station and PT stops;
- East part including green areas, pedestrian areas, bike parking and car/bike sharing & recharging e-vehicles parking places
- Presence of parking lots for loading and unloading goods,
- Kiss & ride area.
- Dedicated lighting project



*Towards Viale Trastevere – Flavio Biondo square*

In the Area is also running the realization of the **new 450-space parking lot in Piazzale della Radio**, the new **Tiber Park in Marconi**, with a new play and fitness area and works on the modernization of the nearby “**Iron Bridge**”



# The Logistics Living Lab

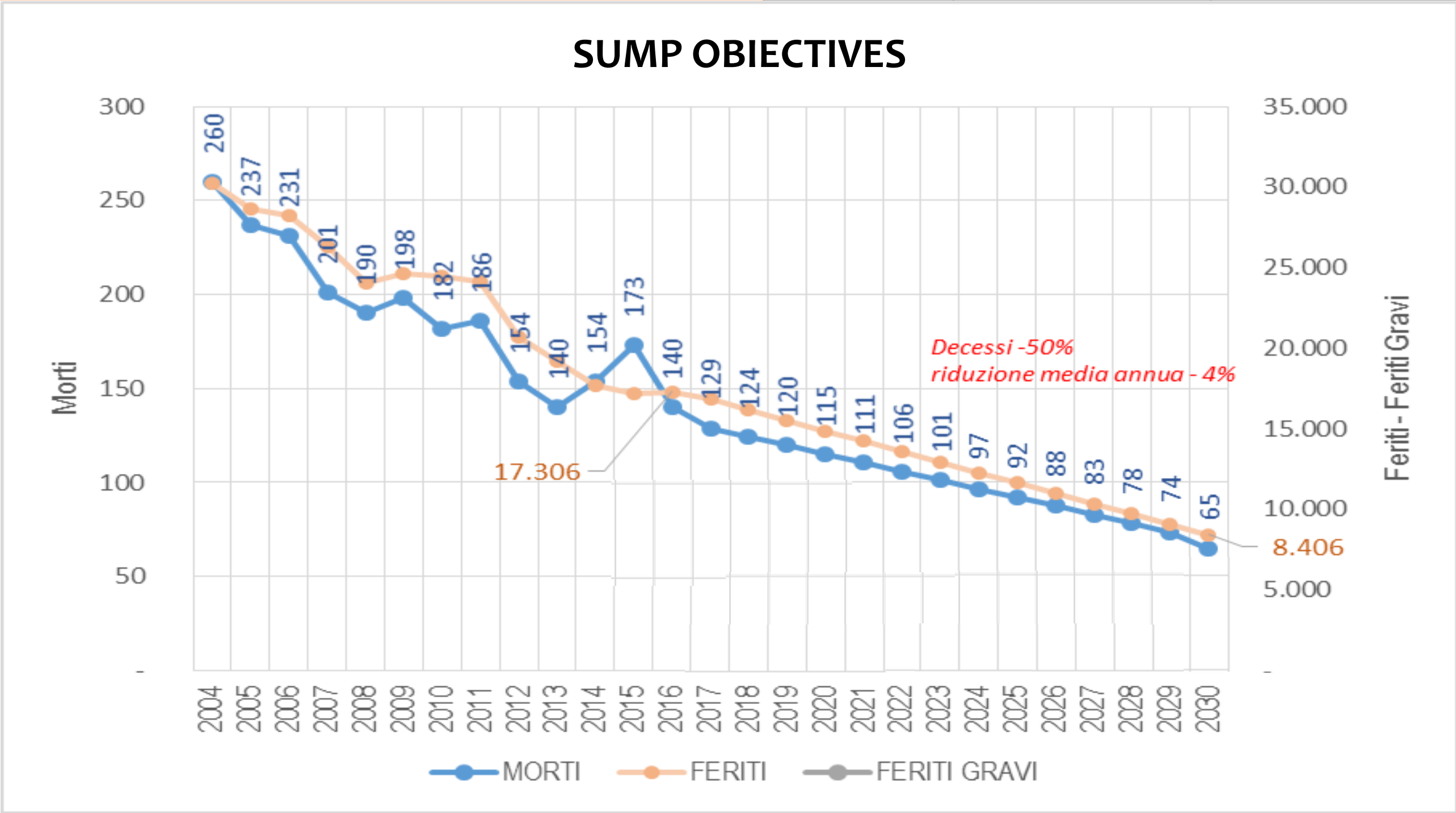


- EU project City Logistics in Living Laboratories (CITYLAB)
- **Permanent working table on urban logistics**
- Continuous involvement of public and private stakeholders
- Co-create, test and implement effective and sustainable solutions in line with SUMP
- Consultation, exchange & networking
- Synergies & integration of projects





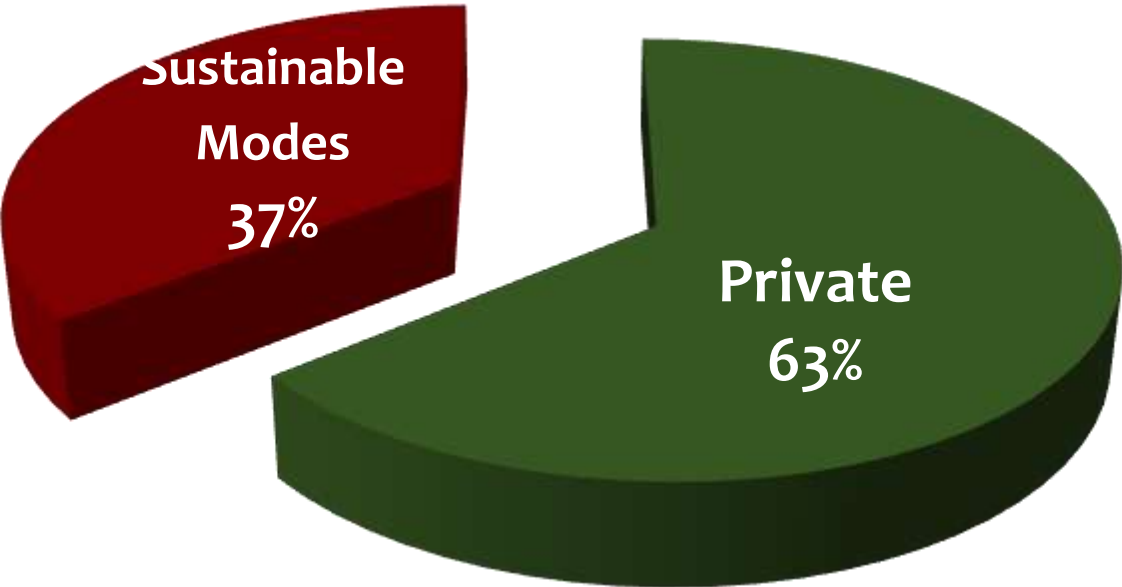
TOPIC	Present situation	Reference Scenario	SUMP Scenario
ROAD SAFETY Management	129 deaths; 17.306 serious injuries	- 20% deaths; - 20% serious injuries	- 50% deaths; - 50% serious injuries



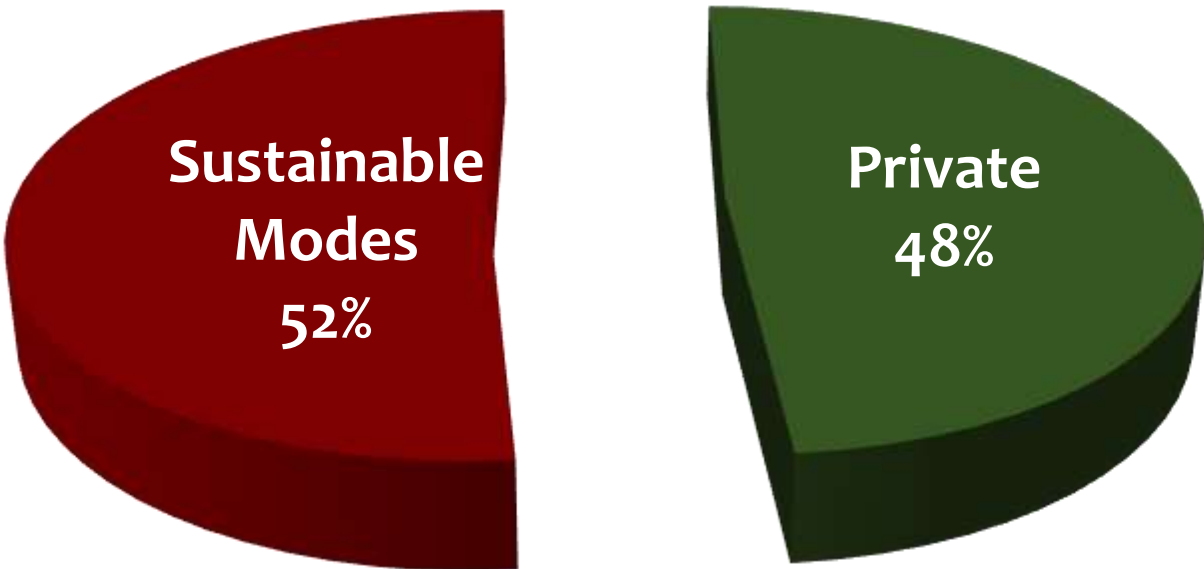


MODAL CHANGE: ROME SUMP

Reference Scenario (SR)



SUMP Scenario (SP)



IMPROVEMENT with Metro Area SUMP



**-575**mila

Spostamenti giornalieri su auto



**+300**mila

Spostamenti giornalieri su TPL



**+275**mila

Spostamenti giornalieri su mobilità attiva





# VISIT OF EGO - ANKARA ELECTRICITY, GAS AND BUS OPERATIONS ORGANIZATION - DELEGATION



# Thank you for your attention!

## For any questions:



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[fabio.nussio@romamobilita.it](mailto:fabio.nussio@romamobilita.it)

