



Effects of the Covid-19 crisis on mobility and transport in the member cities

Webinar, June 5, 2020

ROME FROM SUMP TO COVID LOCKDOWN: MOBILITY AFTER CITY RE- OPENING

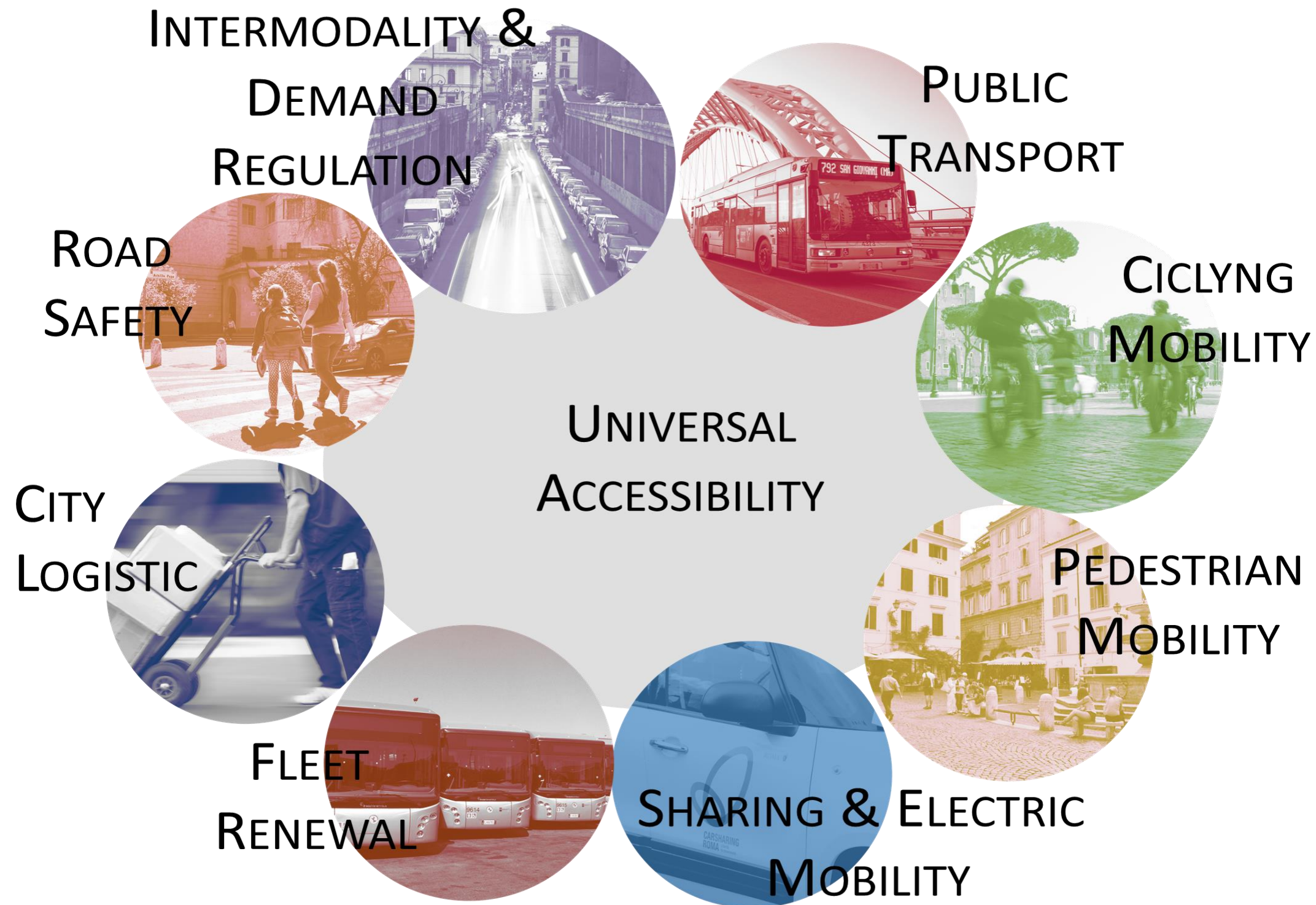


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Just before COVID: the approved SUMP in Rome – 8/2019

DOCUMENTS ON [HTTPS://WWW.PUMSROMA.IT/PARTECIPA/DELIBERE-DI-GIUNTA/](https://www.pumsroma.it/partecipa/delibere-di-giunta/)



SUMP SCENARIO: Some main improvements

Extension of PT network

Metro & railways: **+ 45 km**, Cableways, other: +10 km, Tramway branches: **+ 58 km**, New stations/stops: **185**: Next days agreements for the 5 first new infrastructures.

Adoption of the C40 protocol - FFFS

- Purchase of **only emission-free PT vehicles** starting from 2025
- Realization of at least one **urban area "with zero emissions"** from transport within 2030

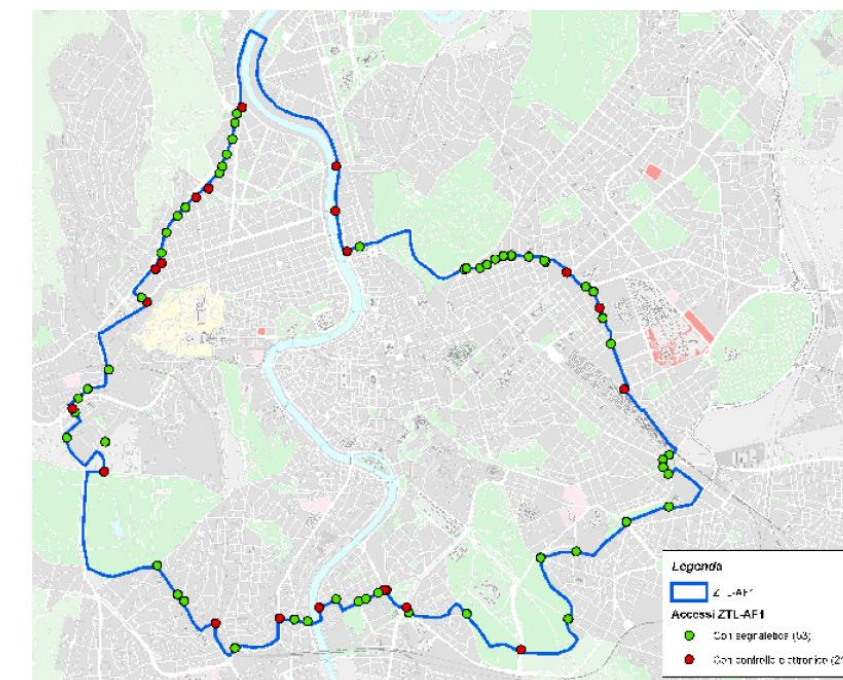
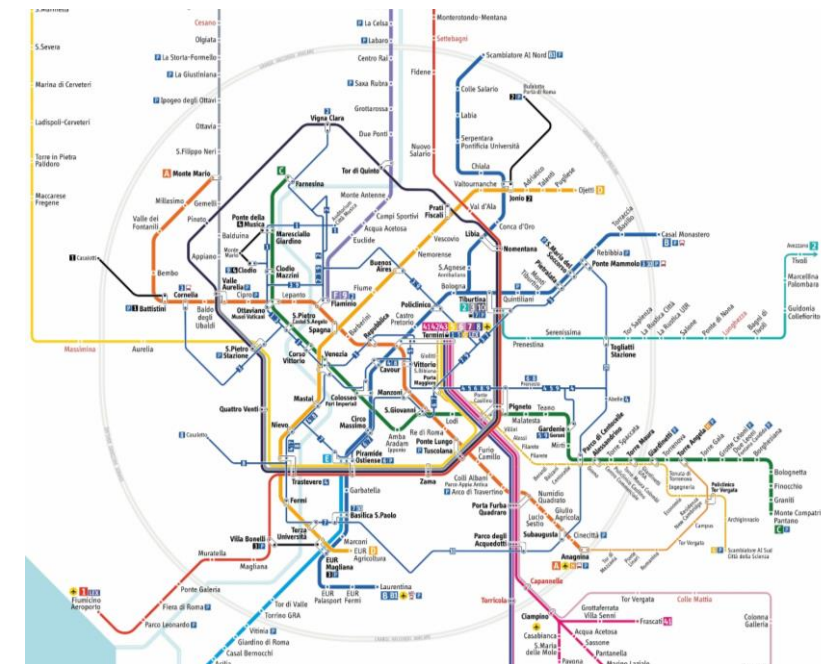
UVAR in the Railway Ring Area

Towards "**Pollution Charge**" model and **MaaS** promotion: Running the installation of the **53 gates of the ZTL AF1 - VAM** missing for vehicle control.

Development of cycling and pedestrian mobility

80 new environmental island and **304 km** of new cycling routes: **91 km** presently under construction.

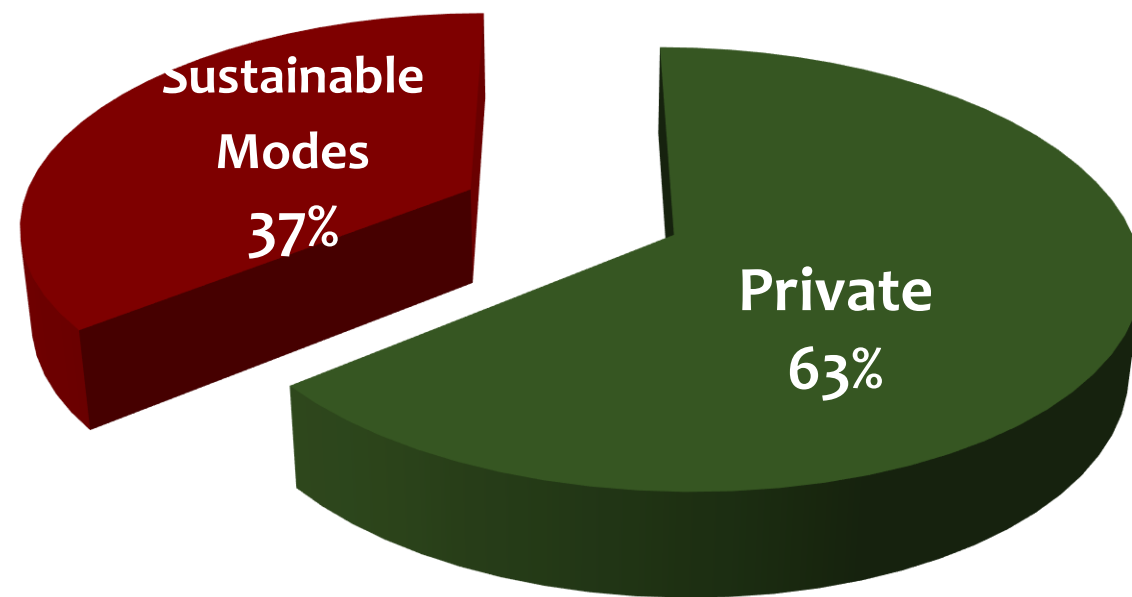
Development of sharing, e-mobility and smart working



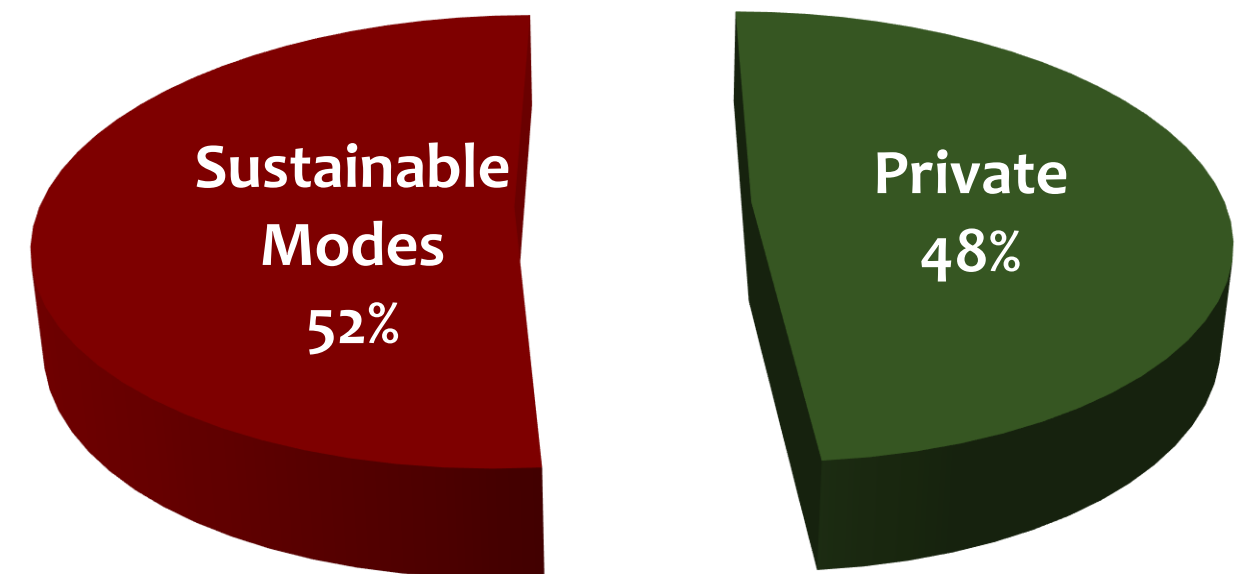
ROME SUMP EXPECTED RESULTS

MODAL CHANGE

Reference Scenario (SR)



SUMP Scenario (SP)



WHAT IS HAPPENING WITH COVID EMERGENCY?



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PHASE 1) THE EFFECTS OF LOCKDOWN



Rome in lockdown

PHASE 1 - Prime Minister Decrees of 8 & 9 March:

Italy as “orange zone” where schools & universities are closed, movements were limited just for health reasons and for very urgent cases to be self-certified, with extensive police controls. Smart-working also for public offices.

Direct impacts on mobility in Rome

- **Public transport:** metro and buses operate reduced services; last metro, bus and tram rides scheduled for 9 p.m. and night service suspended;
- **Taxi:** reduction of 33% of the service. The minimum daily service for each worker is reduced to 3 hours;
- **Limited traffic zones:** suspended;
- **On-street parking:** free of charge in the whole city;
- **100 car sharing cars free of charge** for health workers in coronavirus emergency hospitals without a private vehicle.
- **Continuous analysis on mobility flows:** <https://romamobilita.it/it/covid-19-impatto-sulla-mobilita>

Rome in lockdown: measuring indirect impacts

<https://romamobilita.it/it/covid-19-impatto-sulla-mobilita>

Analysis carried out by Roma Servizi per la Mobilità and Mobility Department of Roma Capitale supported by three Rome Universities (La Sapienza, Tor Vergata e Roma Tre) and Sony research centre.

Data of March/April (lockdown months) compared to **pre-lockdown month of February**.

Number of road crashes, injuries and deaths up to May 25: 9220 accidents - 2450 with injured &/or deaths (in only 4 accidents): 3175 in January, 3250 in February, **1235 in March** (of which 735 up to March 8 and 500 in the rest of the month), **350 in April** and 1220 up to May 25

Main movements (**private, public and pedestrian**) included with data sets on:

- **FCD - Floating Car Data:** part of the vehicular fleet with a geolocation device on board for insurance reason;
- **Mobility Centre traffic measurement stations** of Rome Mobility Agency, providing daily traffic flows on main roads;
- **Passages in the entrance gates of the metro lines;**
- **Bluetooth antennas:** signals of cell phones of pedestrians and vehicles read anonymously through Bluetooth devices.

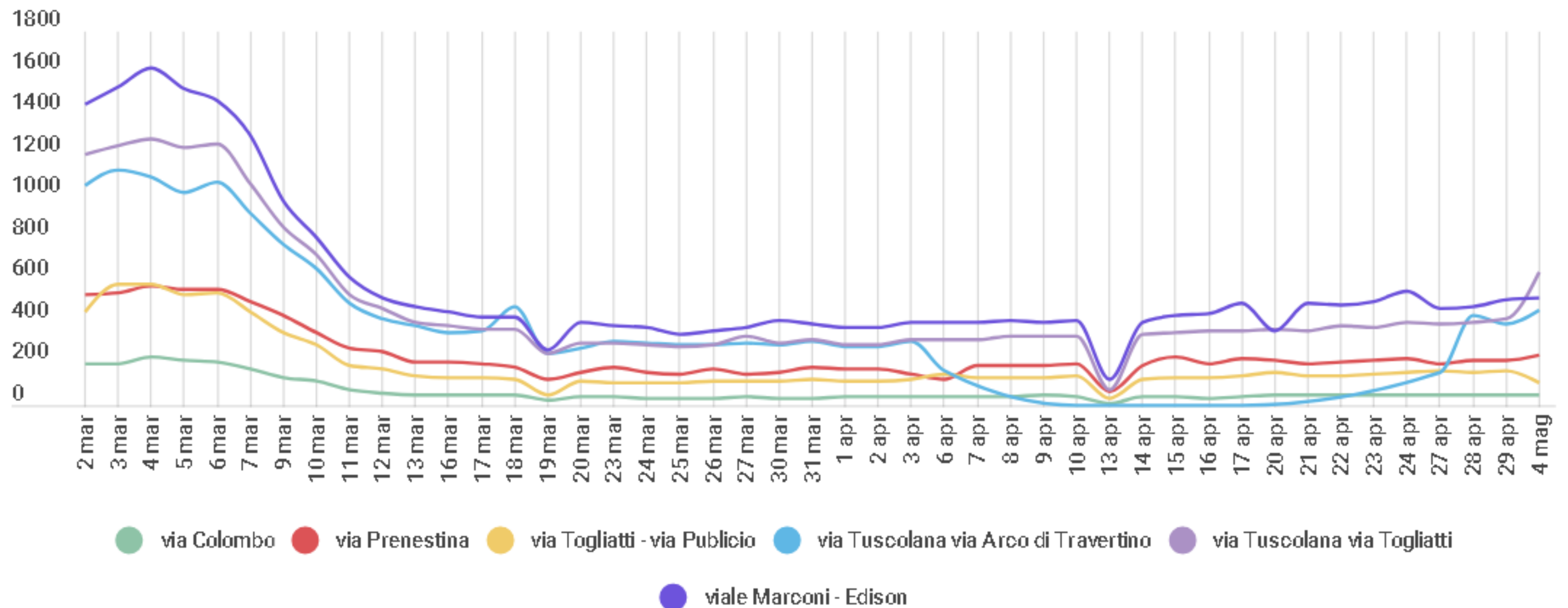
Rome in lockdown: measuring indirect impacts

<https://romamobilita.it/it/covid-19-impatto-sulla-mobilita>

Hourly daily movement in some main roads

(integrating FCD - Floating Car Data and Mobility Centre traffic measurement stations):

Decrease from -15% of March 9 to -67% in March 16)



Rome in lockdown: measuring indirect impacts

<https://romamobilita.it/it/covid-19-impatto-sulla-mobilita>

Passages in the entrance gates of the metro lines (from -76% to – 94%)



Rome in lockdown: measuring indirect impacts

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Pedestrian passages in the city centre (decrease about 90%)



Rome in lockdown: sad beauty of iconic places

<http://www.rainews.it/dl/rainews/media/piazza-navona-fontana-di-trevi-colosseo-questa-e-roma-la-grande-bellezza-vista-dall-alto-25df6397-dffb-4294-832a-6257b8a12af0.html#foto-1>



Rome in lockdown: sad beauty of iconic places

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Rome in lockdown: Lesson Learned

- **Smart-working**: from pilots to large scale applications. Initial difficulties followed by positive feedbacks;
- **Air pollution**: strong reduction;
- **Bike**: further increase of interest
- **Public transport**: increased fear to use it, due to sanitification problem and difficulties to maintain social distancing
- **Sharing mobility**: need to improve the services in order to guarantee health indoor environment for all users.



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PHASE 2) BACK TO THE FUTURE: RE-OPENING THE CITY



Back to the future: re-opening the city (2)

PHASE 2 - Prime Minister Decree : Step by step re-opening

May 4, 2020 (I step - some activities, movements within own municipality),

May 18 (II step - all activities, movements limited to Lazio Region),

June 3 (exchange with other Italian regions),

June 15 (expected - exchange within Schengen UE zone),

September: schools restarting

**Challenge is to not be invaded
by cars.**

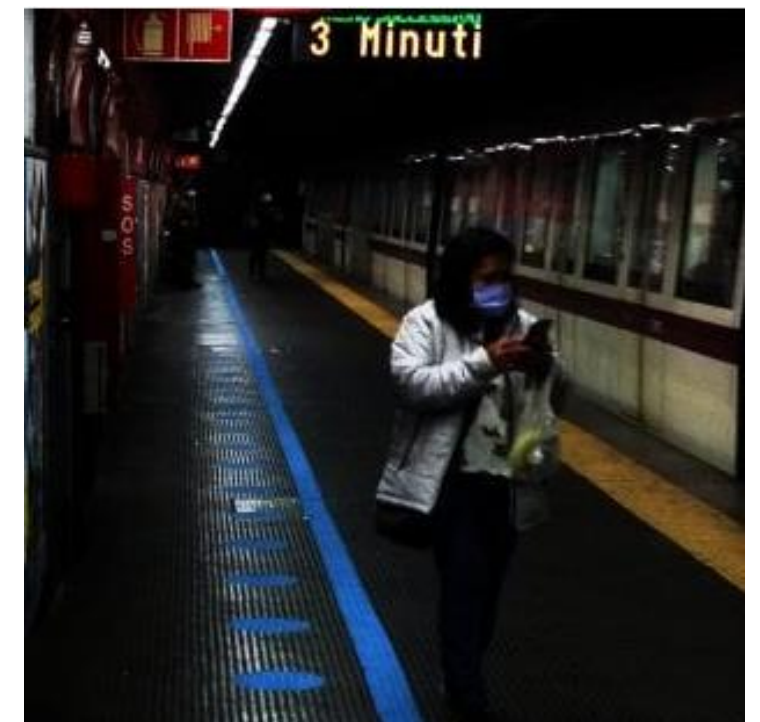


Back to the future: re-opening the city

PHASE 2 - Prime Minister Decree for May 4, 2020 and beyond:

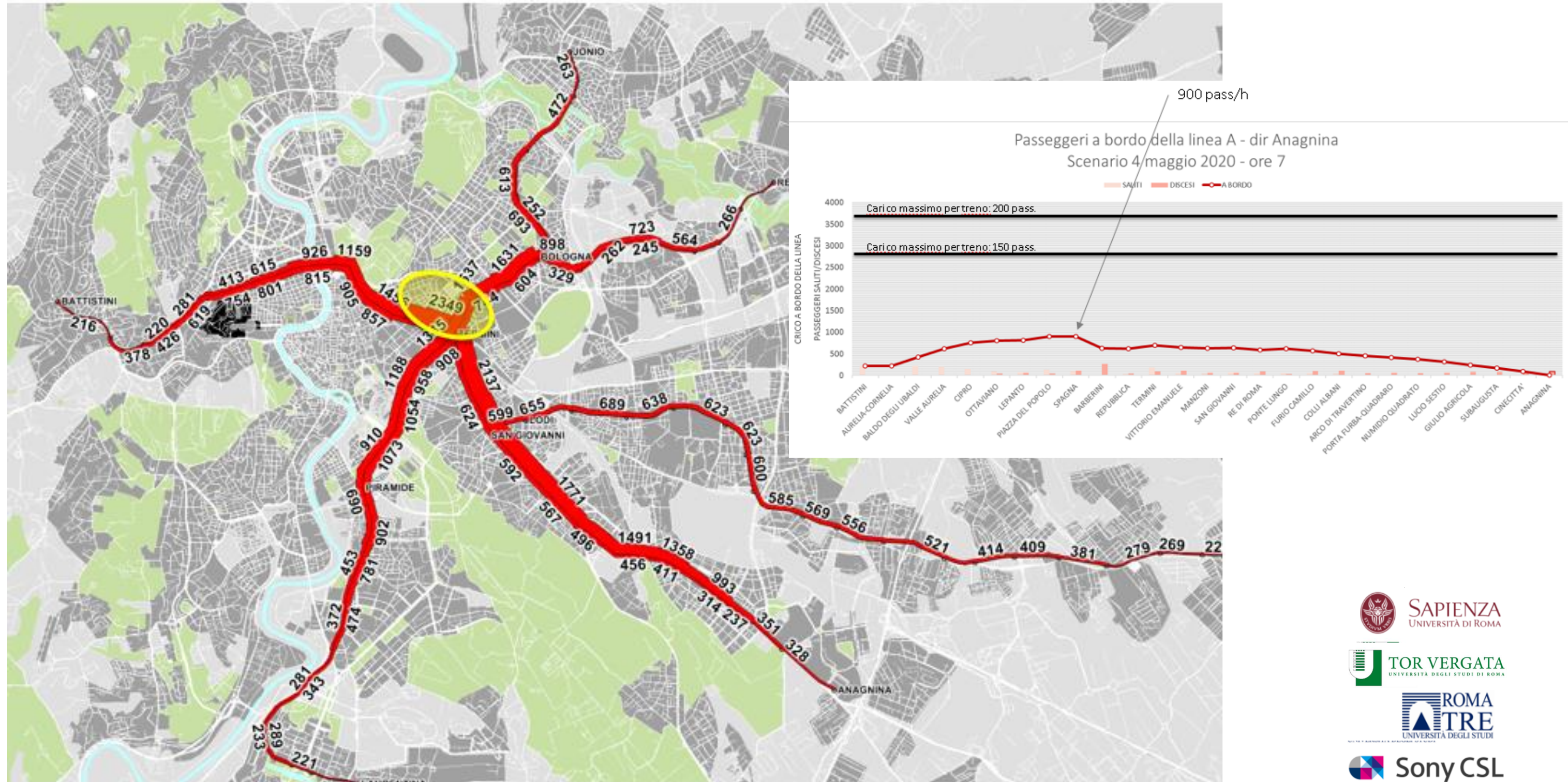
Step by step re-opening: Public Transport

- In big cities like Rome the greatest difficulty is to think a PT system that guarantees **safety conditions and social distancing**.
- To keep the distance need to **mark positions** where people can stay **on-board & off-board**, sitting on **alternate places**: **capacity reduced to 50%** with **passenger counters**, wearing **safe masks** and **gloves** (compulsory and enforced by law)
- Need to **Protect personnel** (safe mask and other protection) and to **guarantee extra cleaning**;
- Need to increase the **number of trips on the busiest lines**;
- **First days - PT: decrease of 80% vs. pre-COVID.**
- **Less revenues and increase of costs for PT operators** (+1000 ATAC people for support and control users)!!



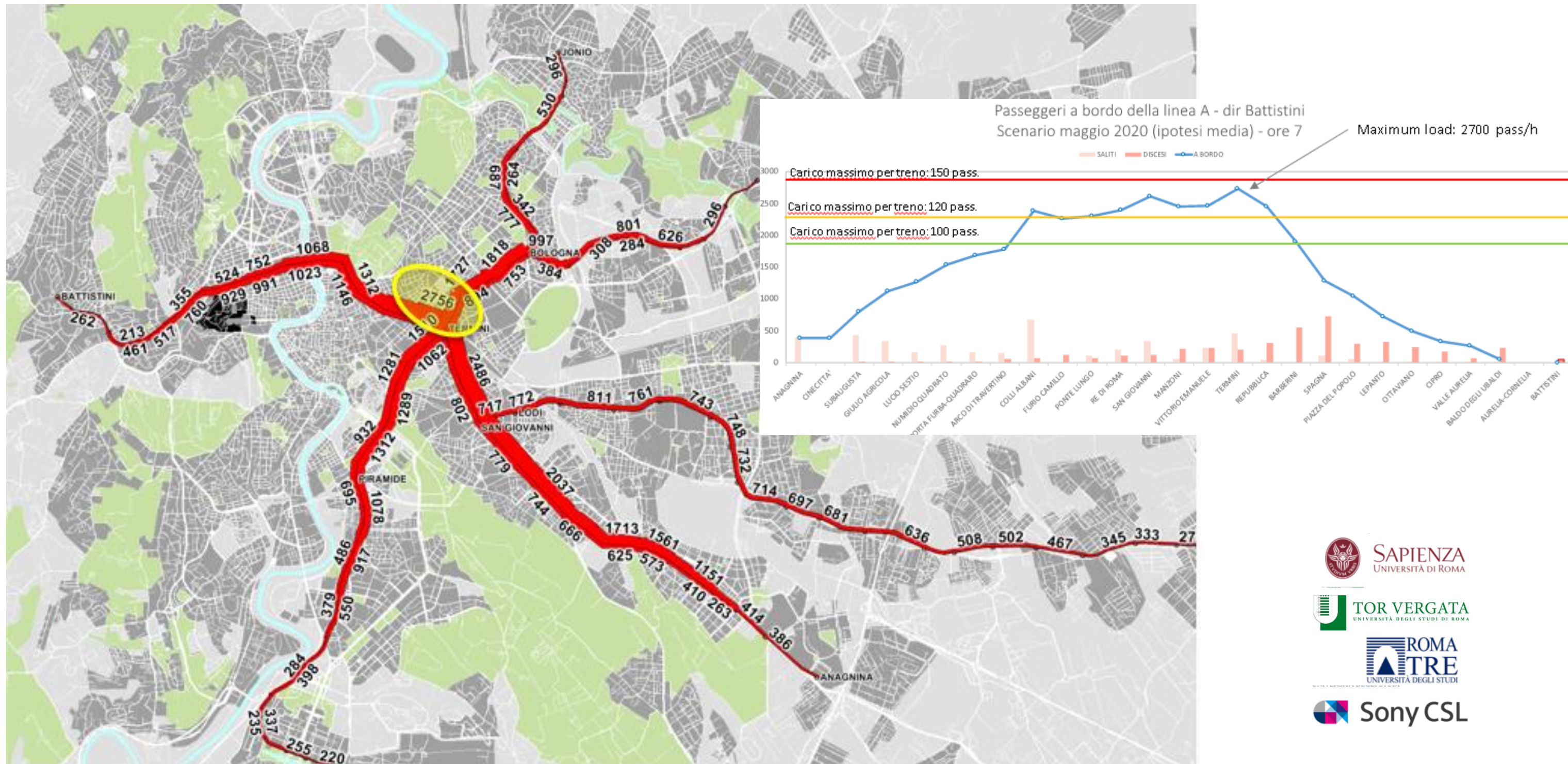
Back to the future: modeling public transport

Metro lines (passengers/h) morning peak hour: Scenario 1 (May 4 with smart working)



Back to the future: modeling public transport

Metro lines (passengers/h) morning peak hour: Scenario 3 (May 18 with shops opening shift)

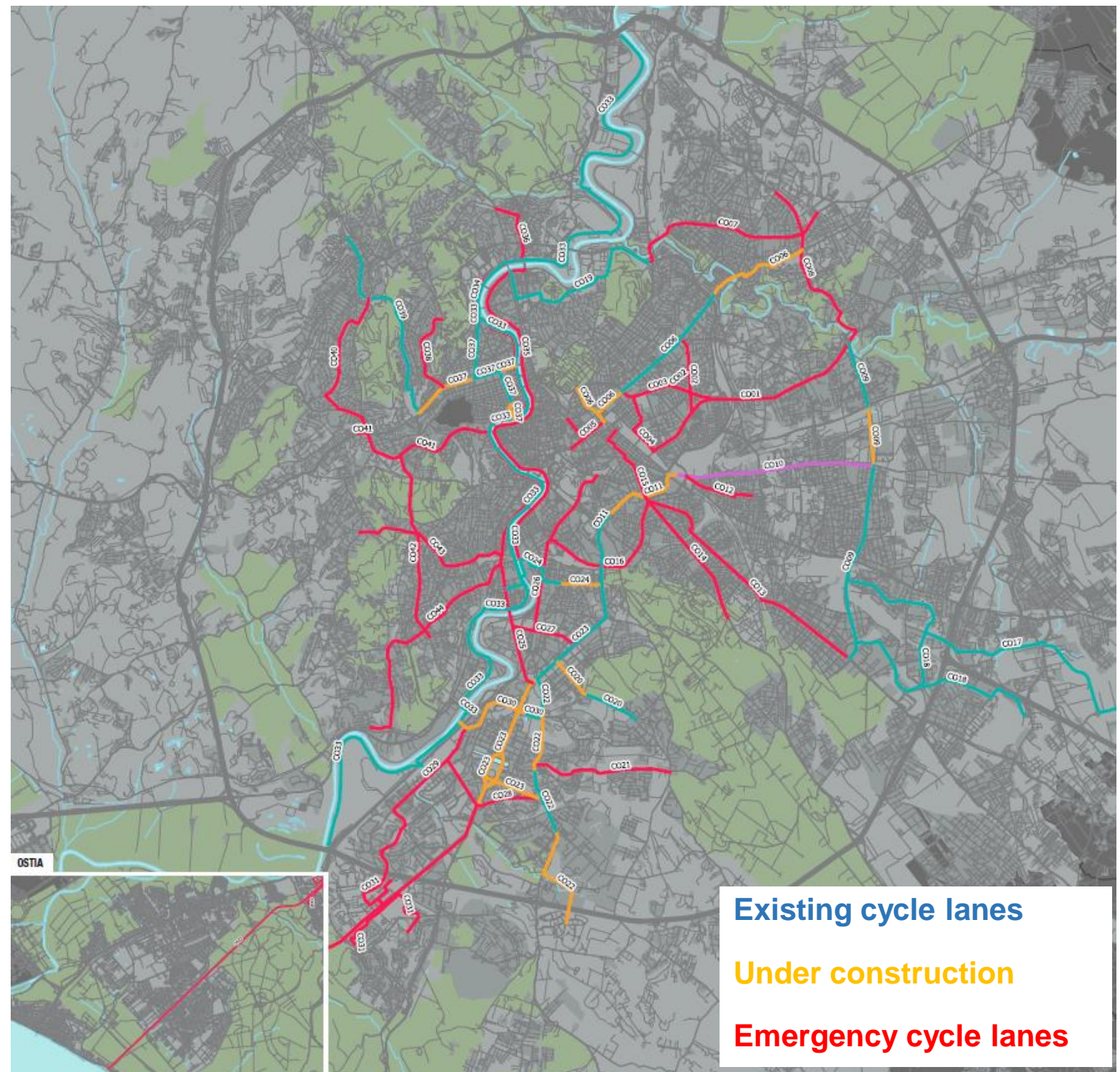


Back to the future: re-opening the city (2)

PHASE 2 - Prime Minister Decree for May 4, 2020 and beyond:

Step by step re-opening: **Active modes: bike and pedestrian**

- Implementation of **Emergency cycle lanes of 150 km** based on SUMP bike plan: **first 40 km** under construction on major arterial roads with light materials + others **already under construction** ;
- Local measure to promote active modes, especially for **movements below 5 km**;
- Incentives to the **purchase of electric bikes**.
- Strong **communication package**, based on experience of **#ViaLibera**



Back to the future: re-opening the city (2)

PHASE 2 - Prime Minister Decree for May 4, 2020 and beyond:

Step by step re-opening: other measures

- Extension of **sharing systems**, no fees for zone expansion towards suburbs, extra cleaning and **launch of new call for micro-mobility services**;
- Restricted traffic areas (LTZs) was open until end of May to guarantee a smooth transition, but **on-street parking was again subject to payment since May 4**.
- **Growth of the Mobility Managers role** and integrated in the mobility system of the city to have direct feedback of different measures and coordinate the efforts
- **Smart working**, already largely implemented in PHASE 1, **confirmed in PHASE 2** for the maximum days per week. It's a structural revolution and not only a passenger phenomena. City infrastructure to be redesigned according to these main trends, with possible local revitalization.
- Set-up of a different regulation of **city hours, opening times and related duration of activities** to avoid the typical "rush hours", no crowding & implementation of social distancing.
- **Freight**: effective and sustainable solutions, **reducing the impact of e-commerce** with involvement of all stakeholders - public and private, in Living Labs approach

Back to the future: re-opening the city (2)

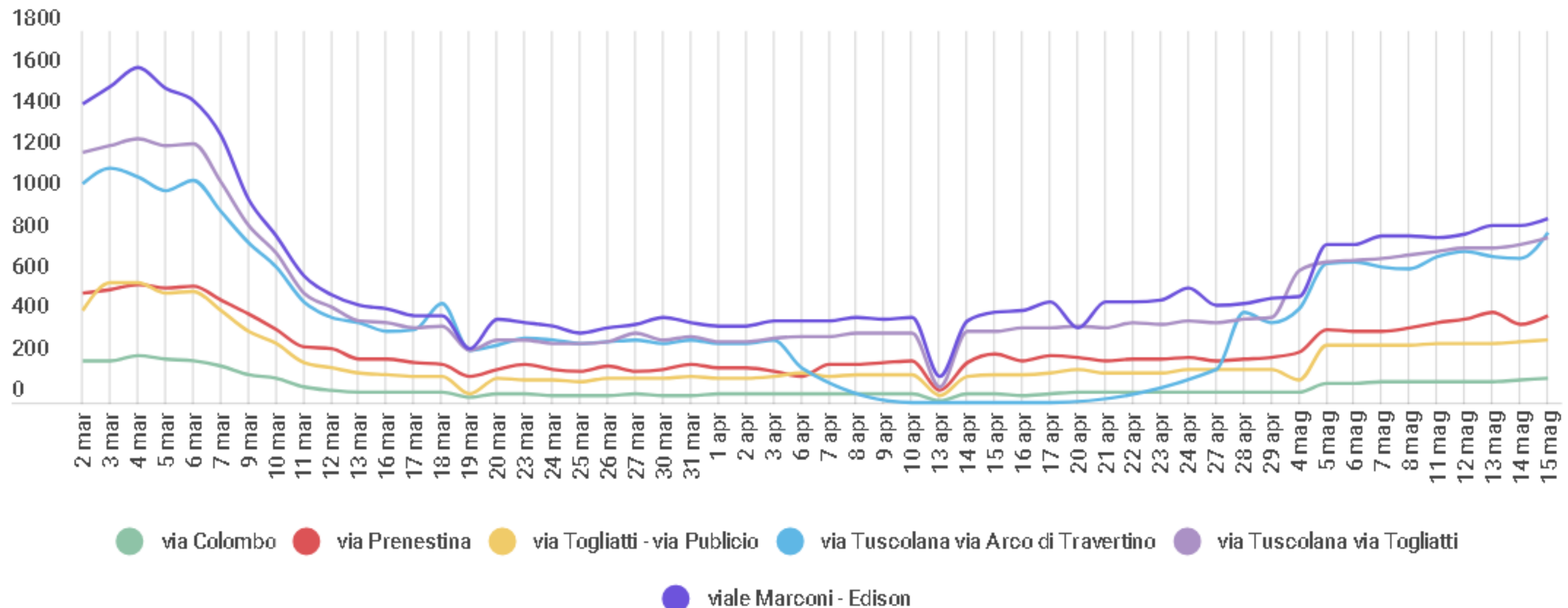
PHASE 2 - Prime Minister Decree for May 4, 2020 and beyond:

Step by step re-opening: results on mobility

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Hourly daily movement in some main roads

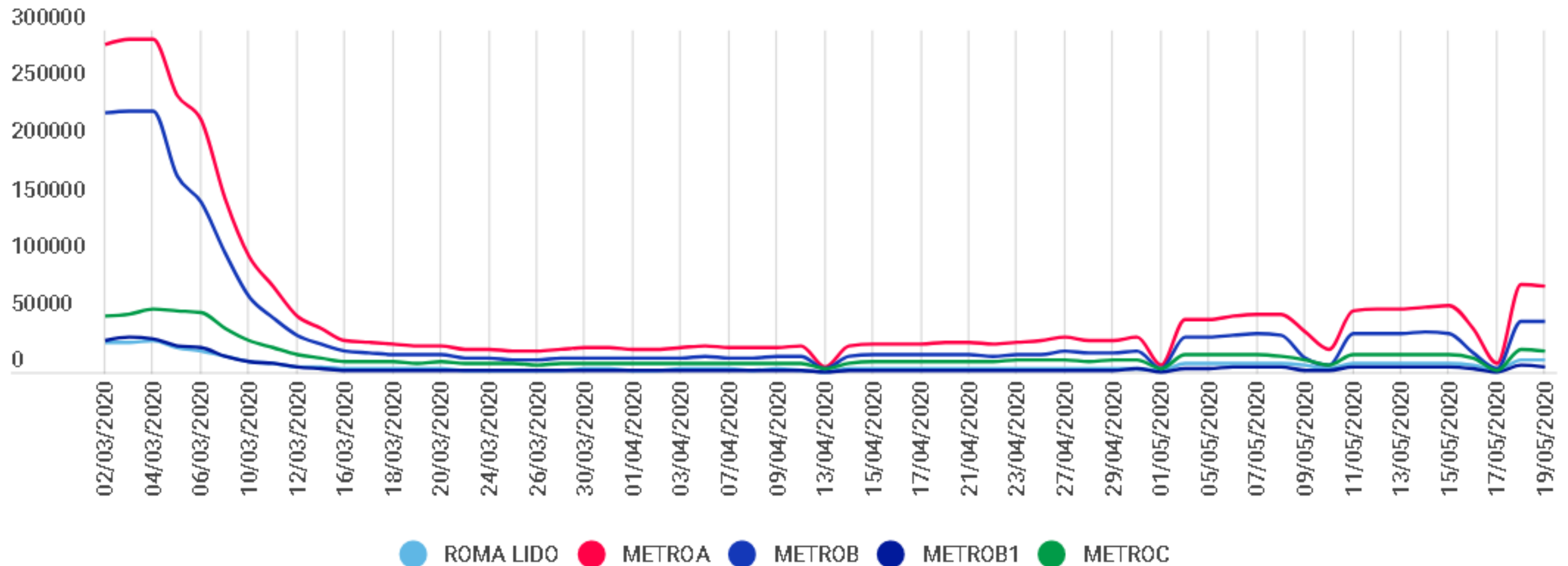
(integrating FCD - Floating Car Data and Mobility Centre traffic measurement stations)



Rome in lockdown: measuring indirect impacts

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Passages in the entrance gates of the metro lines



Future SUMP adaptations after COVID in Rome

- ITS and continuous mobility data monitoring & modeling.
- Mobility Managers and PPP
- Smart working and digitalization
- Better regulation of city timing
- Active modes
- Pollution and climate change.





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Thank you for your attention!



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