



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

Webinar, December 18, 2020

## ROME MOBILITY IN COVID TIMES: WHAT'S HAPPENING IN AUTUMN?



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Sostenibile



ROMA 

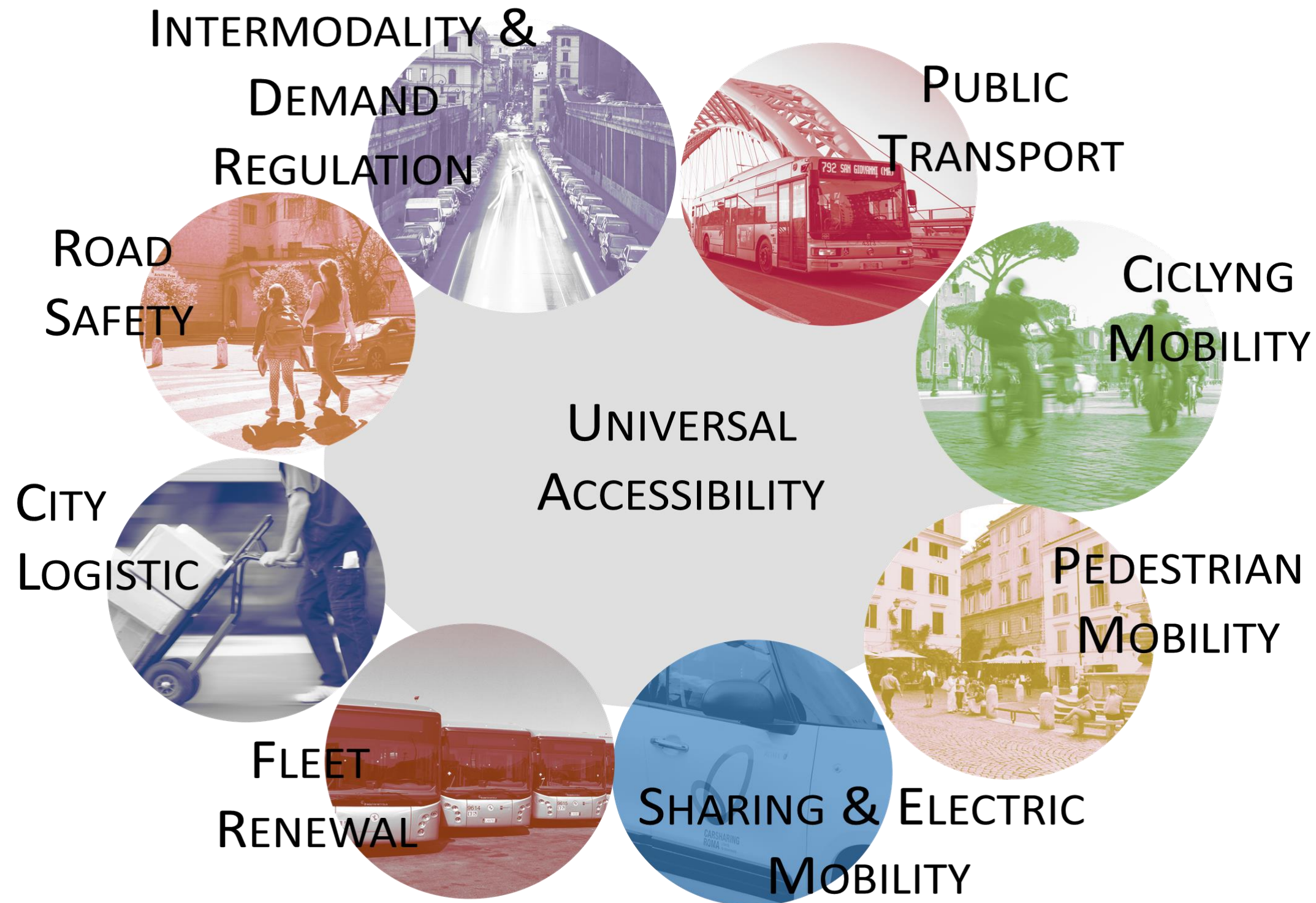


**RISORSE**  
PER ROMA *spa*



# 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/)





# COVID Emergency - Phase 1): the effects of 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.





# Continuos measure of mobility impacts in Rome

<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 from March/April** (lockdown months) compared to **pre-lockdown month of February and following what is happening in these months.**

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.

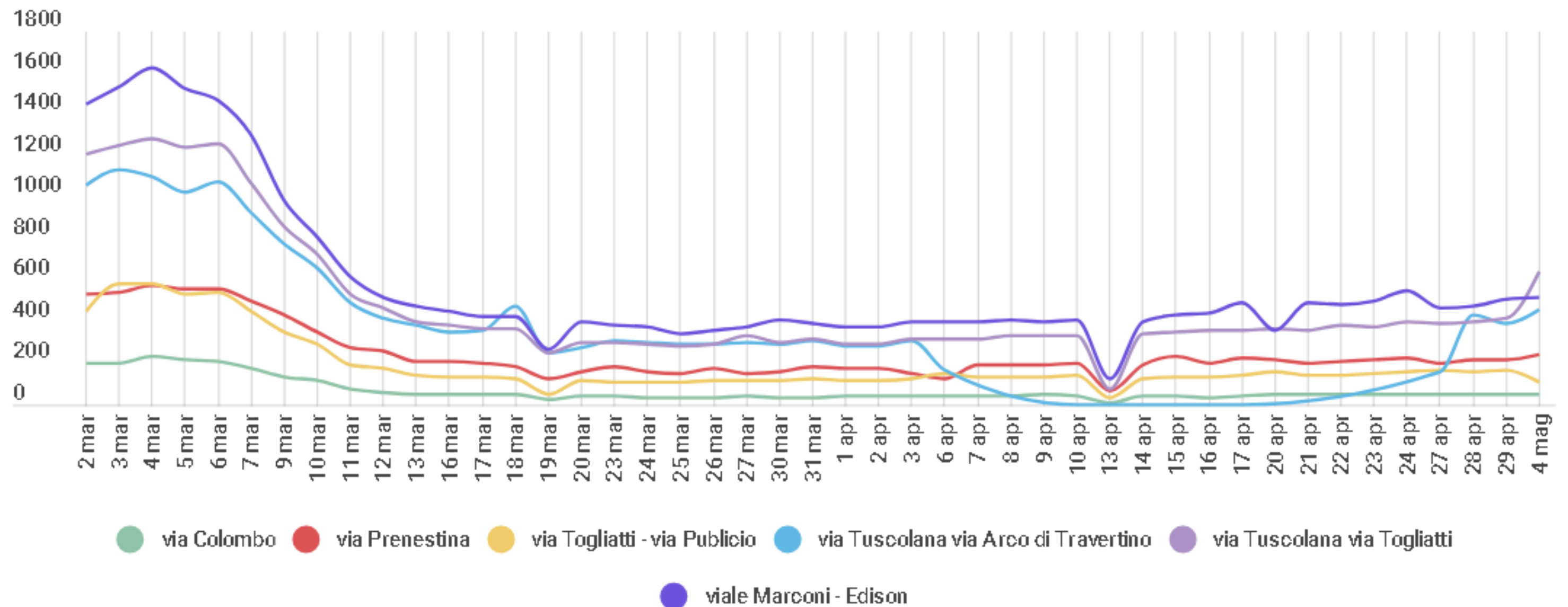
# Rome in lockdown: measuring indirect impacts

<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%)**





# COVID Emergency - PHASE 2 & 3: Re-opening the city

Prime Minister Decrees : 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),

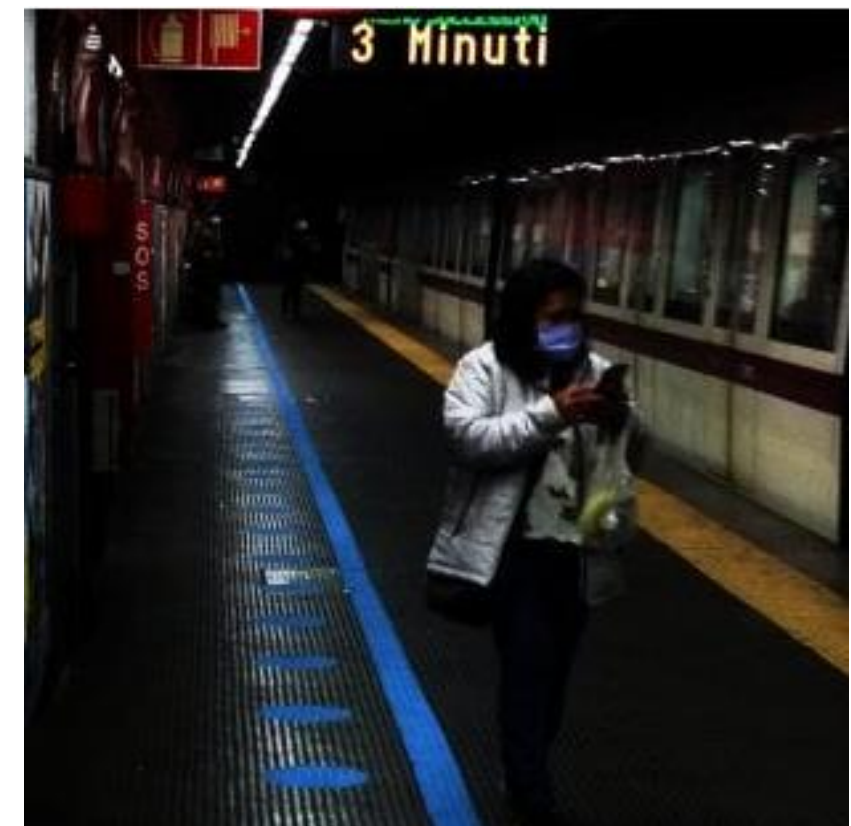
September: schools restarting

**Main Challenge was to  
not be invaded by cars.**



# 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 physical 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% then 70%** 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**;
- **PT: decrease up to 80% vs. pre-COVID.**
- **Less revenues and increase of costs for PT operators (+1000 ATAC people for support and control users)!!**

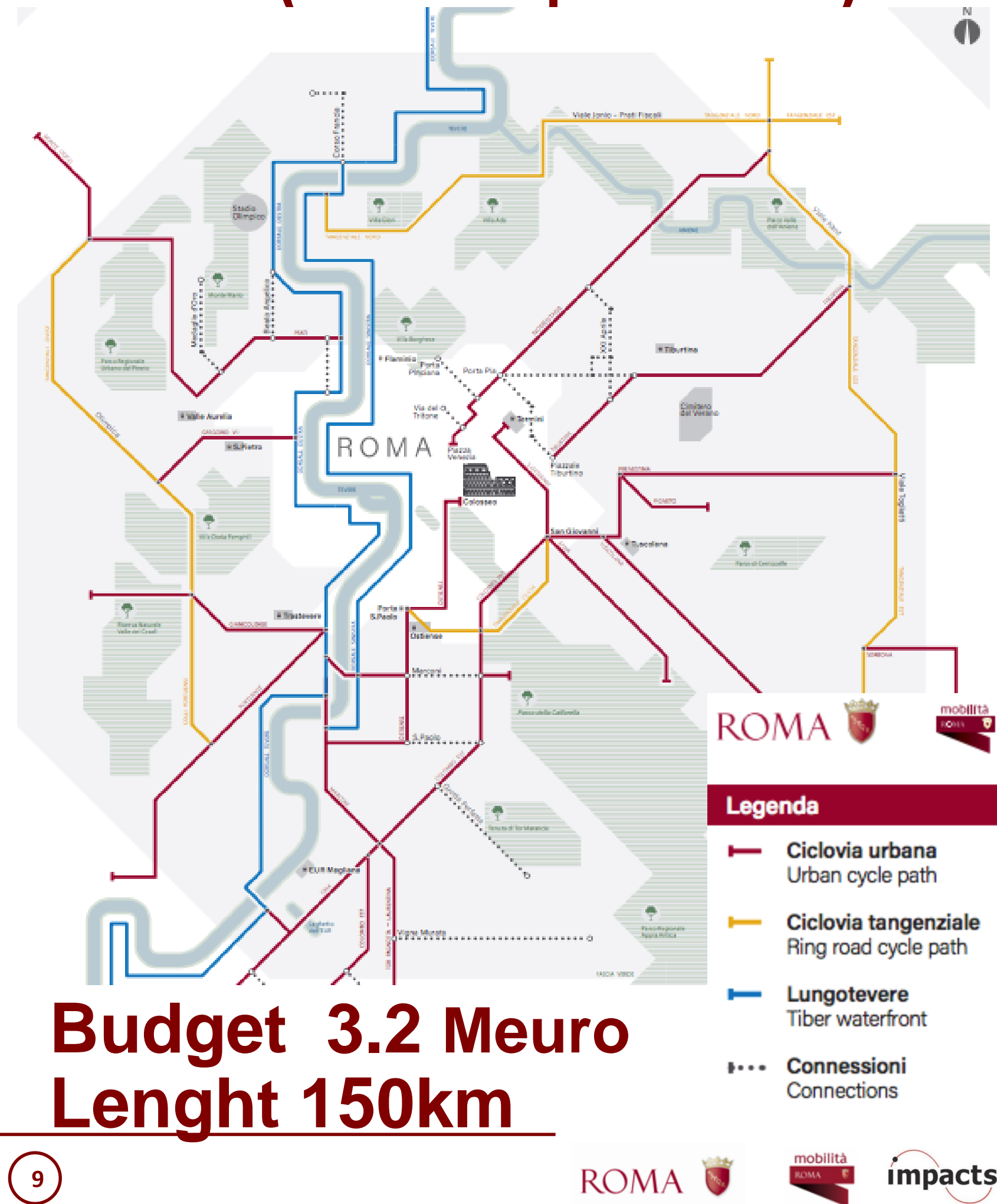




# Step by step re-opening: Active modes (bike and pedestrian)

- Implementation of **Emergency cycle lanes of 150 km** based on SUMP bike plan: Identify road axis and connect them with the current cycling network
- Intercept the post lockdown growing cycling flows
- Focus on systematic journeys
- Be **agile, quick and smart**
- Pedestrian islands in each City District complementary to the plan

#ViaLibera



# Emergency cycle lanes

included as a best practice example by NACTO in the “*Transit stops and access session*” of the Streets for Pandemic Response and Recovery guide.





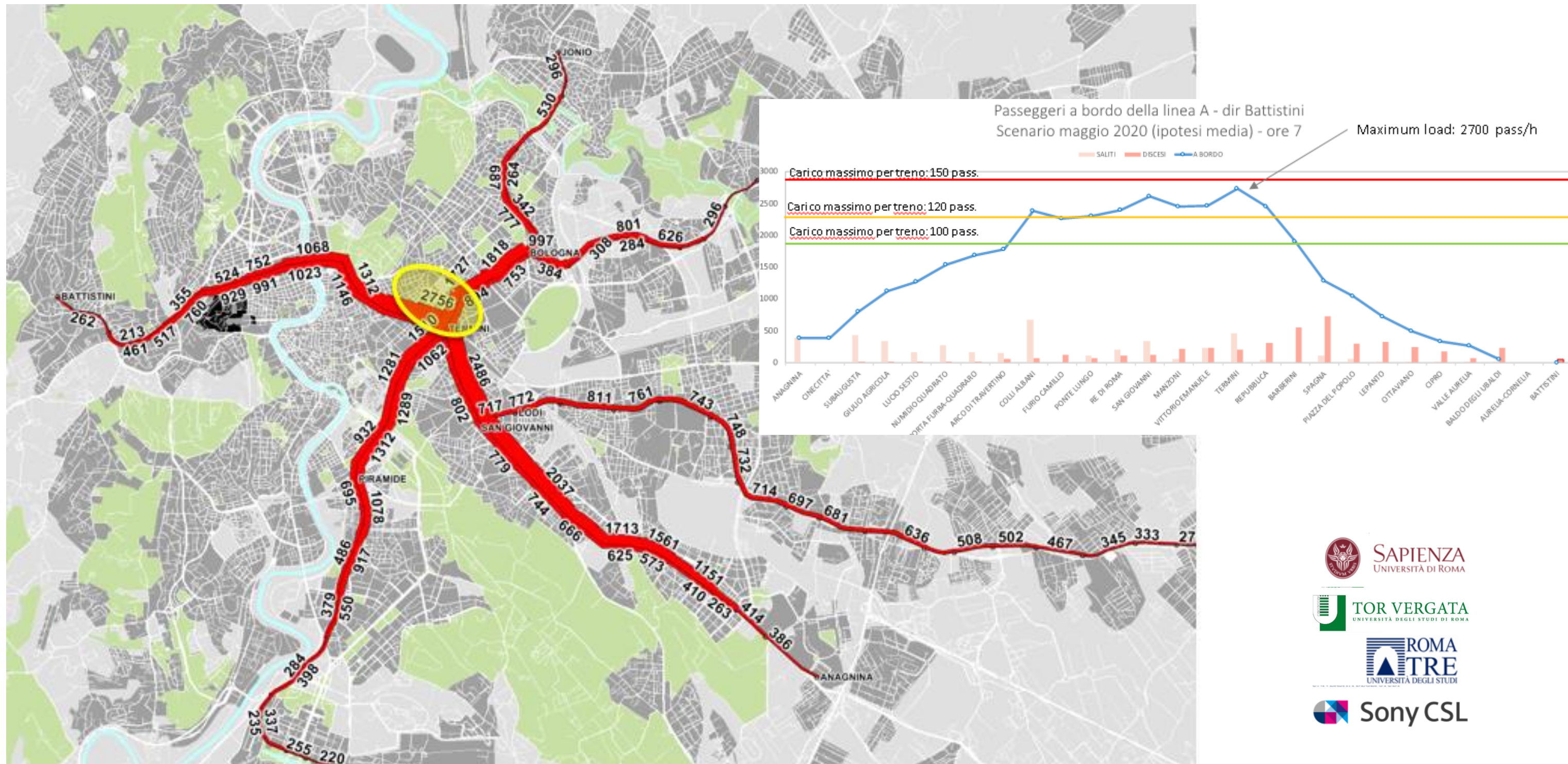
# Step by step re-opening: other measures

- Extension of **sharing systems**, no fees for zone expansion towards **suburbs**, extra cleaning and **launch of micro-mobility services**;
- Restricted traffic areas (LTZs) was open until end of August 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, **in PHASE 2&3** was limited to maximum 50% of the weekdays. Anyway 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.



# Impulse on modeling public transport

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





## **PHASE 4: Closing again the Nation in Autumn**

**Prime Minister Decrees: new partial lockdown**

**October 13, 2020** (1 step - some activities limited, anticipate coffee/restaurants night closure, 80% passengers on PT, mask everywhere, social life limited, smart working at least 50%)

**November :** Further steps with school presence strong reduction, smart working increase in all Regions

**Division in yellow, orange & red Regions** according to medical situation). Rome always in yellow zone (less critical).

# The mobility issue in autumn 2020: back to normal ?

<https://romamobilita.it/it/covid-19-impatto-sulla-mobilita> (also  
[https://www.youtube.com/watch?v=TH\\_hwQJzH\\_o](https://www.youtube.com/watch?v=TH_hwQJzH_o))

**Hourly daily movement in main road network – only FCD (Floating Car Data)**





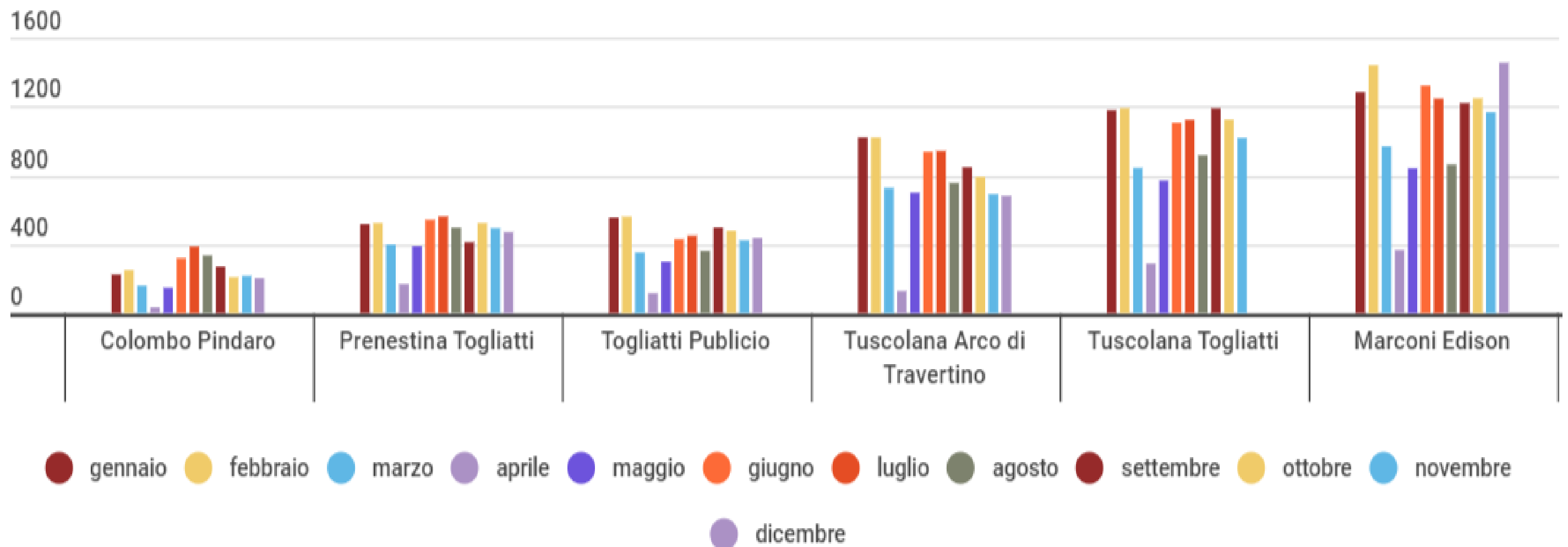
# The mobility issue in autumn 2020: back to normal ?

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

## Hourly daily movement in main road network – Traffic measurement stations

### Stazioni di misura

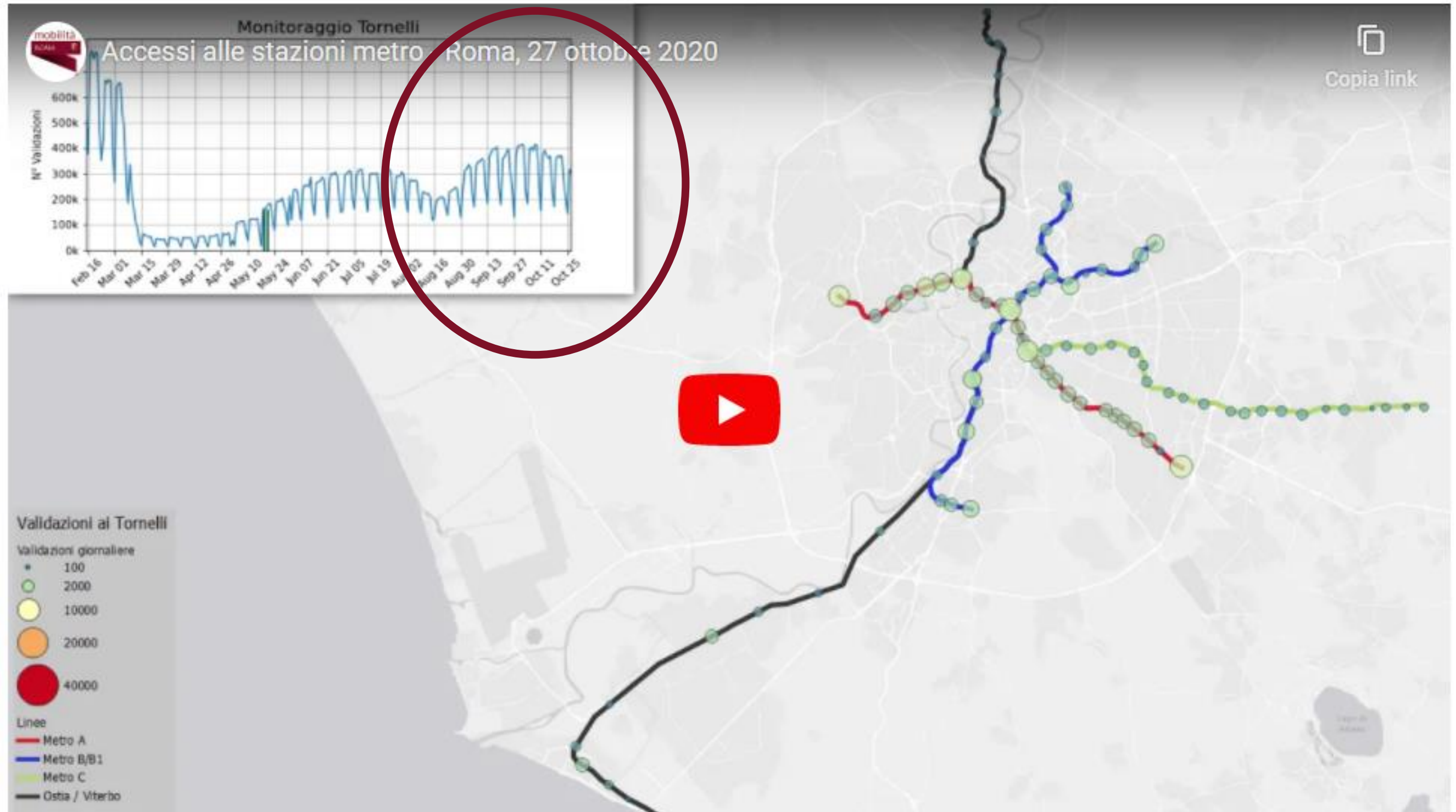
(Passaggi medi orari nel periodo)



# The mobility issue in 2020: drop in PT use!

<https://romamobilita.it/it/covid-19-impatto-sulla-mobilita> (also  
<https://www.youtube.com/watch?v=p89waBeawll&feature=youtu.be>)

## Passages in the entrance gates of the metro lines

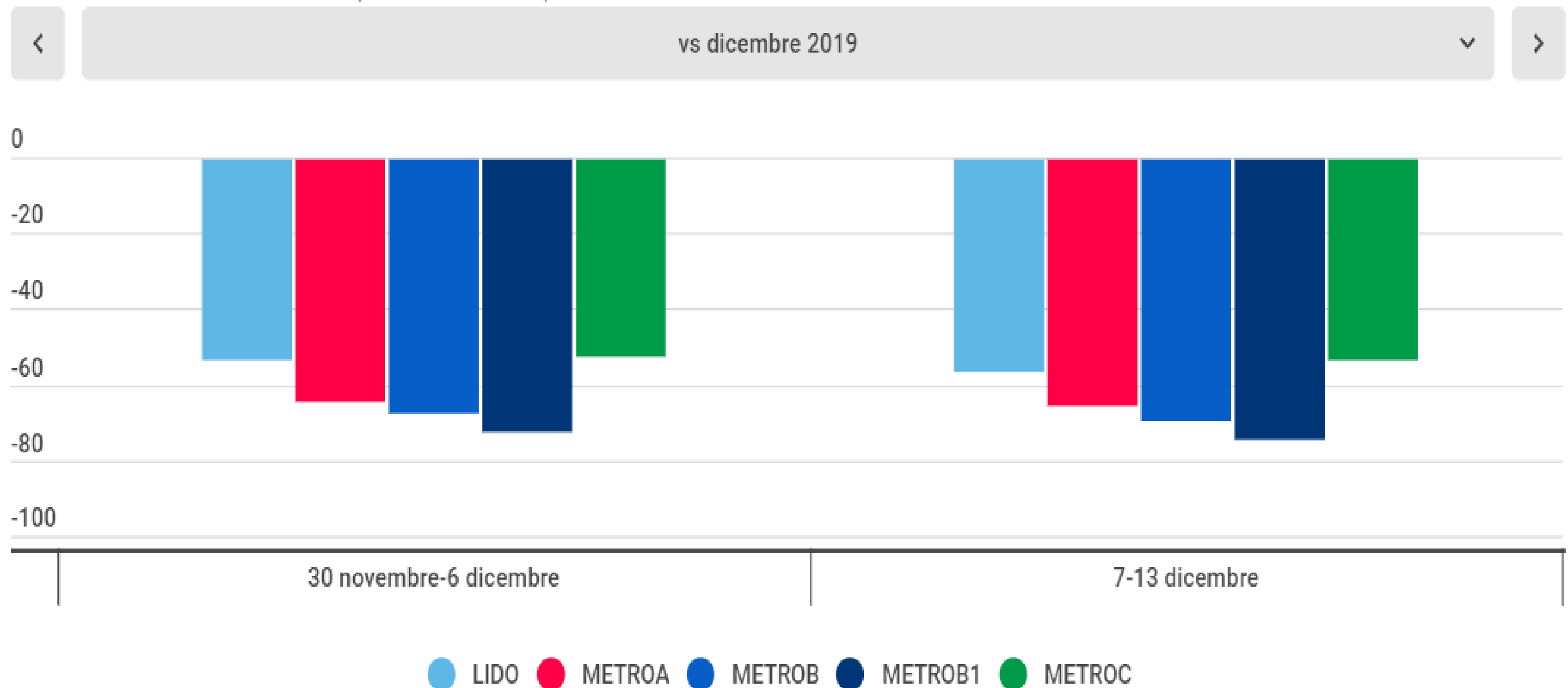




# The mobility issue in 2020: drop in PT use!

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

## Passages in the entrance gates of the metro lines: weekly comparisons 2019 vs. 2020 (only working days)



# Lesson learned to be used after COVID vaccines..

- Improve ITS and **mobility data monitoring & modeling.**
- Keep as possible **smart working and digitalization**
- Enhance **active modes** (pedestrian + bike)
- Use better **Mobility Managers network and PPP**
- Promote **sharing modes and micromobility to help PT recovery**
- Better regulation of **city timing**
- Take care of **pollution reduction and climate change.**





# “We won’t get back to normal because normal was the problem”

Children, elderly and users with disabilities are modern canaries of our cities, if you don’t see them around you must worry!







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**Thank you  
and ...  
keep the faith!**

