

ROMA



Impacts – Rome, April 10^o, 2025

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Department

The new mobility infrastructures supporting the SUMP in Rome
and the UPPER Mission Project



01

SUMP IN ROME

Strategies for planning

MANAGING MOBILITY IN ROME_

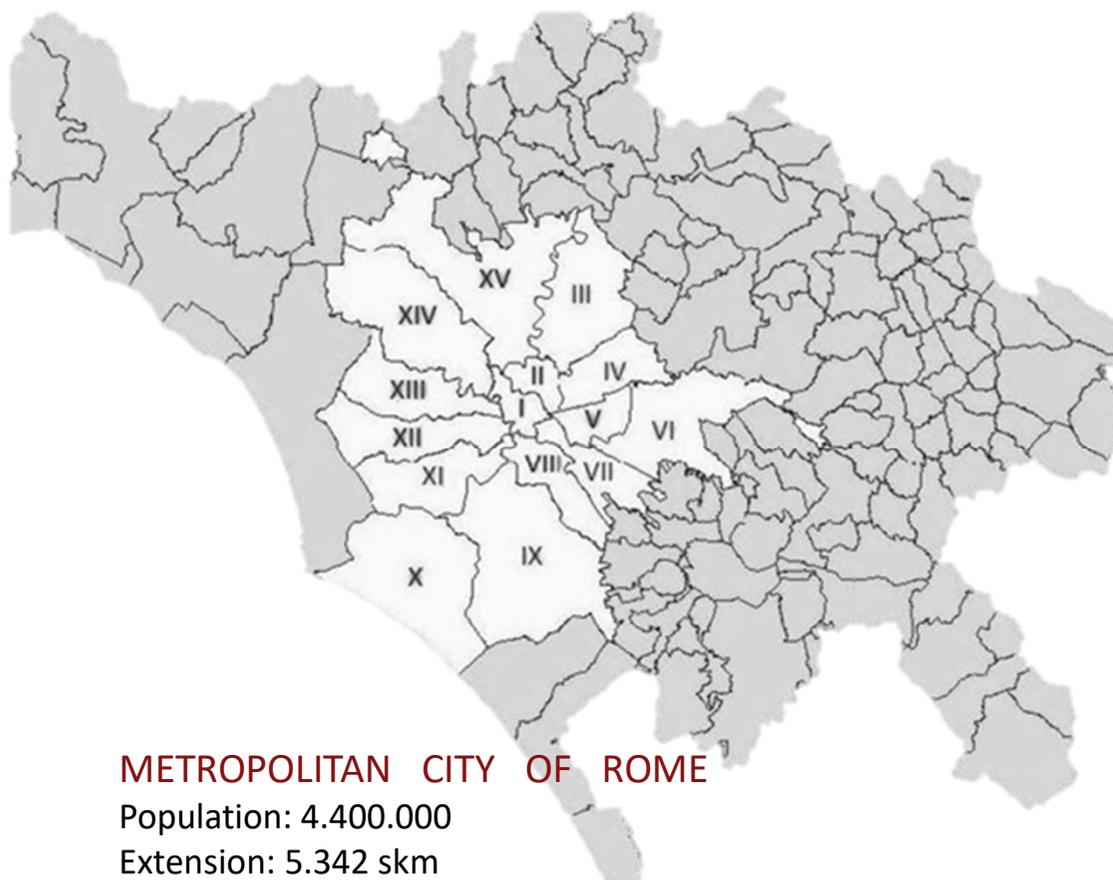
The context



ROME MUNICIPALITY

Population: 2.900,000

Extension: 1.285 skm



METROPOLITAN CITY OF ROME

Population: 4.400.000

Extension: 5.342 skm

ROME IN A NUTSHELL



1,8 mln cars
389.000 ptw
141.000 freight



662 cars
Vs 1000 inhabitants



18%



21%



1%



8%



52%



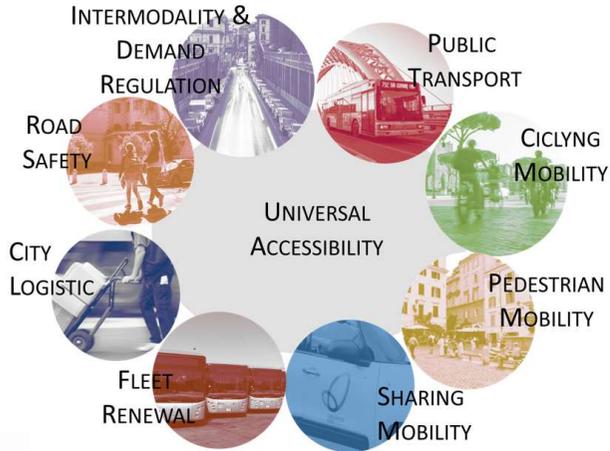
103 hours lost in
congestion



12.815 accidents
16.021 injuries
154 deaths



The SUMP in Rome



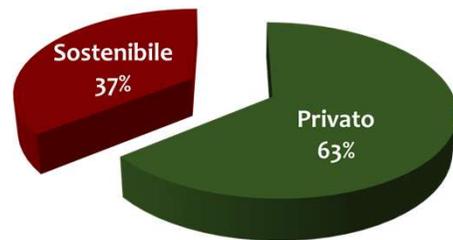
22/02/2022
Rome Municipality SUMP



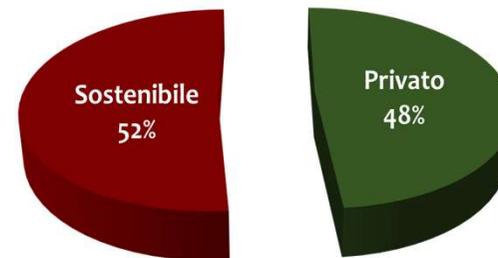
13/12/2024
SUMP of the Metropolitan
City of Rome

The SUMP strategic objectives

Situazione Riferimento (SR)



Scenario Piano (SP)



6,7 milion daily journeys Roma and its Metropolitan area in 2024:

- Strengthening Public Transport
- Steering multi-modality
- Digitalisation and ITS
- Rethinking urban spaces focusing on soft mobility (cycling, walking, sharing etc)
- UVAR policies

02

STRATEGIES FOR MOBILITY

Upper Mission Project and the TEN-T network

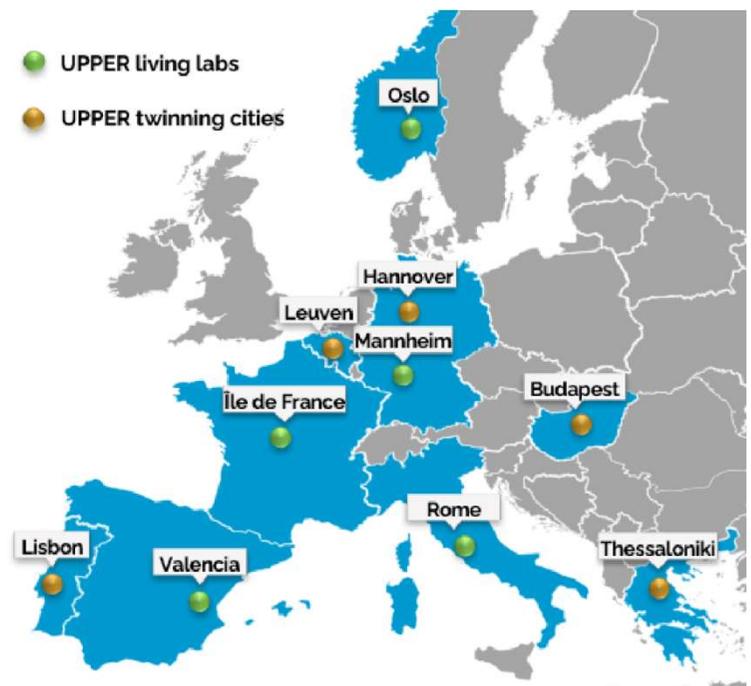


TEN-T Mission Cities and development of Public Transport

Rome as a node of the TEN-T SCANMED corridor: remove bottlenecks & obligation to approve SUMP

Rome among the 100 EU cities towards climate neutrality;

The UPPER project for the development of public transport as an essential measure for multimodality.



ROME APPROACH IN THE UPPER PROJECT

The measures

PULLing people towards TPL and sustainable modes:

- **New MRT lines, new depots**
- **Renewal of PT fleet**
- **Urban space redistribution (cycling, 30 zones, etc.)**
- **Multimodal hubs**
- MaaS, network management and planning with real time data
- Incentives and LPT/sharing integration

PUSHing people away from the private vehicle:

- Limited Traffic Zones
- Congestion Charge
- Low Emission Zone (Green Area)





03

FROM STRATEGIES TO IMPLEMENTATION

New infrastructures for mobility



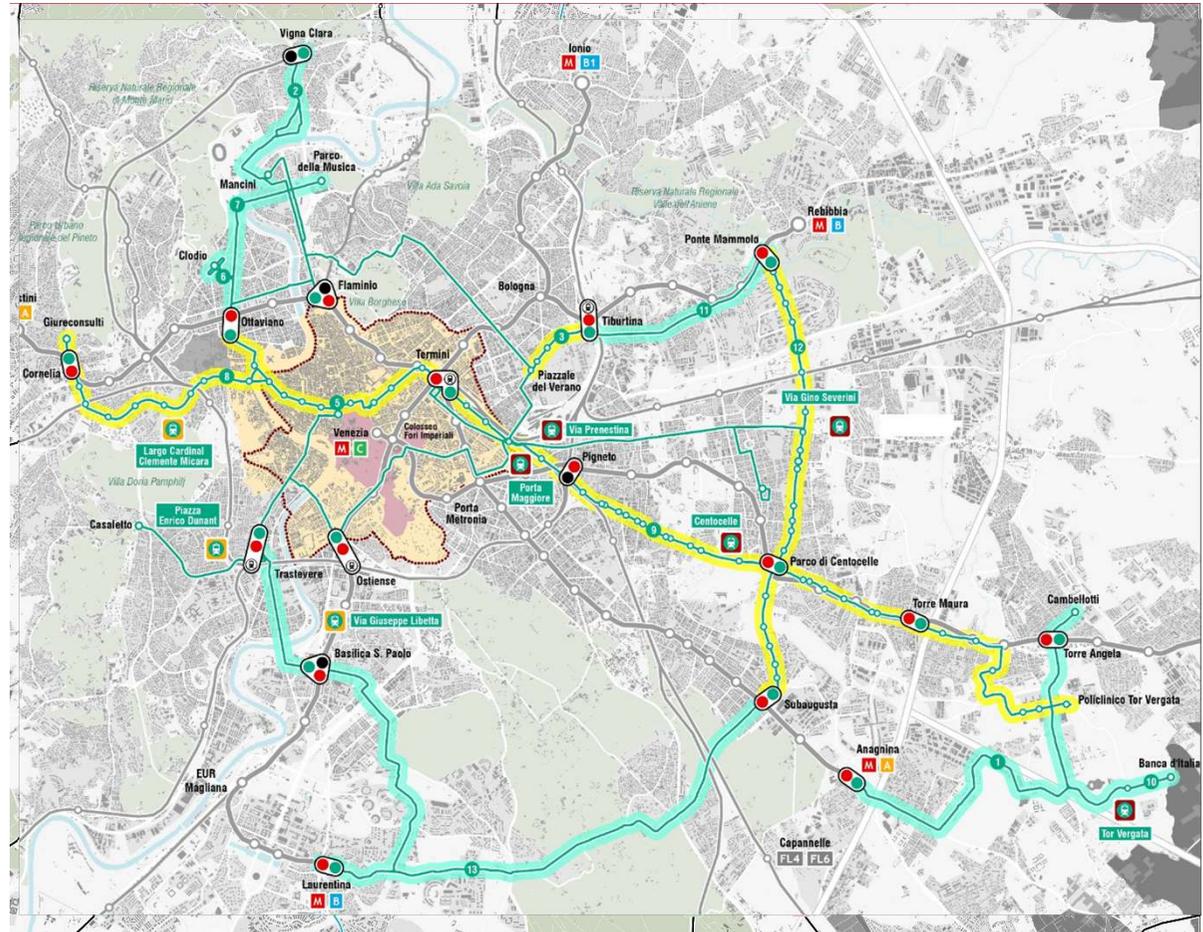
Tramway network extension on the Mid Term

124 km of new tramways,
71 km of which are already
planned
32 km of which are financed.

121 new trams to reinforce the
existing fleet and serve the new
lines.

In total, the funding granted by
MIT is about EUR 1 billion.

The tram network in the medium
term itself would contribute to a
regaining of the modal share to PT
by 5-6%





Tramway network extension_ Togliatti Tram Line

Tramway connection Ponte Mammolo | Cinecittà Togliatti tram line





Tramway network extension_ New tram convoys and depot

121 new Tram convoys



New tram depot_ Gino Severini



Equipped with a **photovoltaic system** to make it energy self-sufficient. It will serve the **Togliatti tramway and the eastern sector**. Rome's **principal tram maintenance centre**, over **6 hectares** and with shelter to about **90 trams**.

B

BUS FLEET RENEWAL

At full capacity

The Rome bus fleet has an average age of 9 years, with most of the buses procured in 2002-2003. Rome aims to reduce both the environmental impact and the average age of the entire bus fleet to **5 years** by procuring also LEV and ZEV buses, according to the 2023-2026 fleet renewal plan. At the end of the renovation, Rome's bus fleet will be among the youngest in Europe.

1057
new buses

269
Hybrid buses

344
Natural gas buses

33
Euro 6 buses

411
Electric buses



B BUS FLEET DISTRIBUTION PLAN BY DEPOT

At full capacity

Fleet renewal
Env. Friendly buses

Adaptation of the depots for the electric charging infrastructure

New PT service scheduling



B

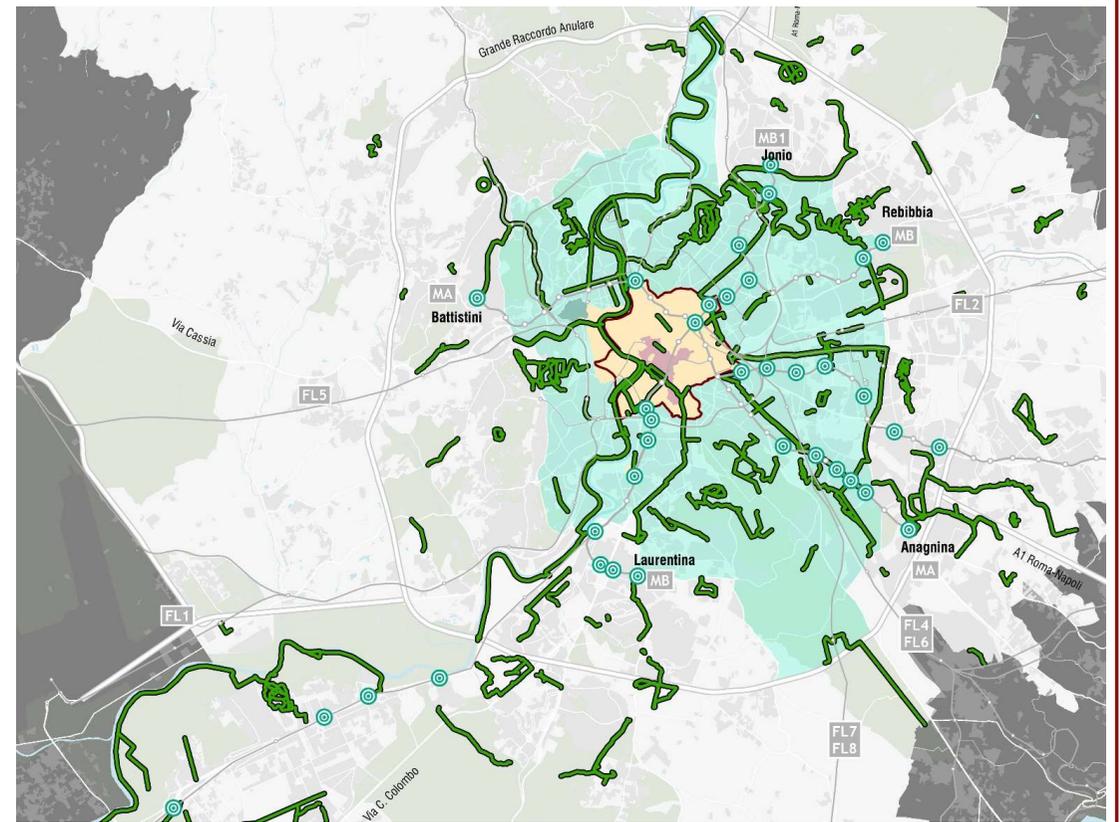
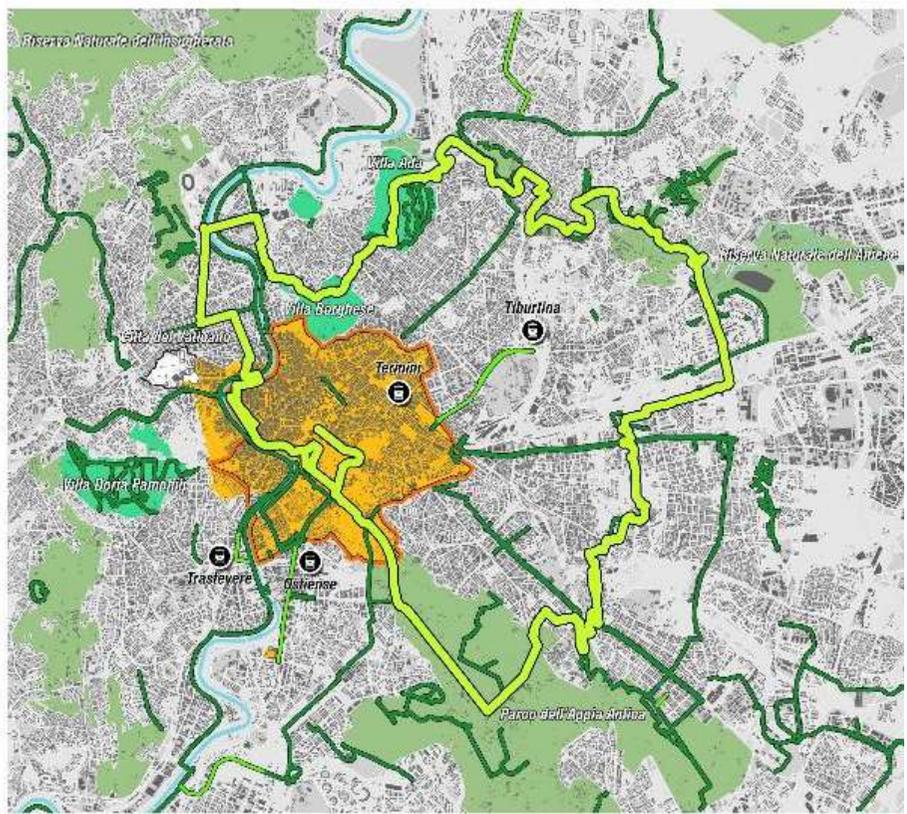
ELECTRIFICATION OF EXISTING DEPOTS

Tuscolana Depot





New infrastructures_the cycling network connection





New infrastructures – the cycling network connection



The Ring Road for Bicycles envisages the construction of a cycle ring of about **50 km** divided into **6 Lots**.

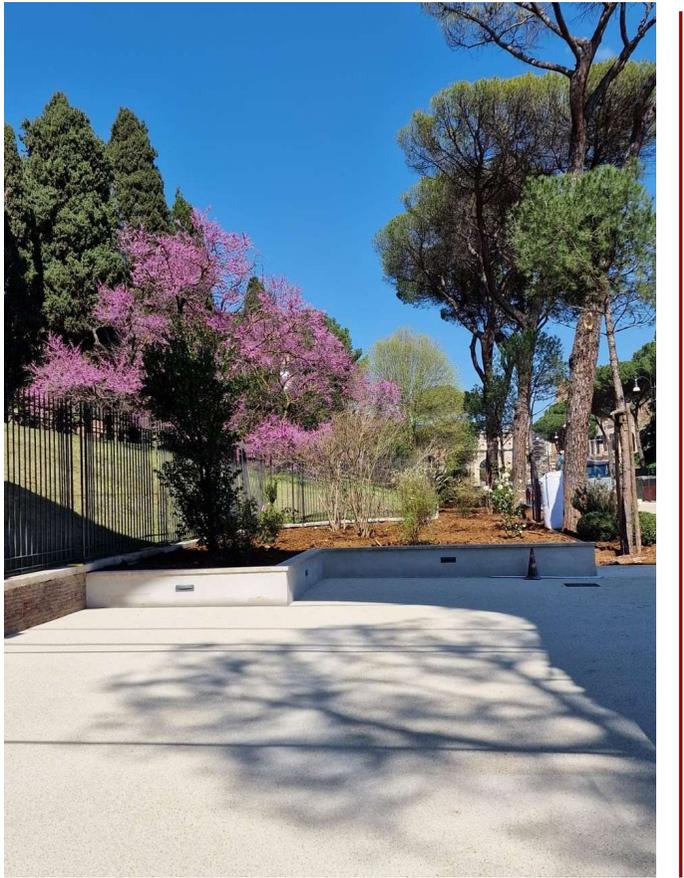
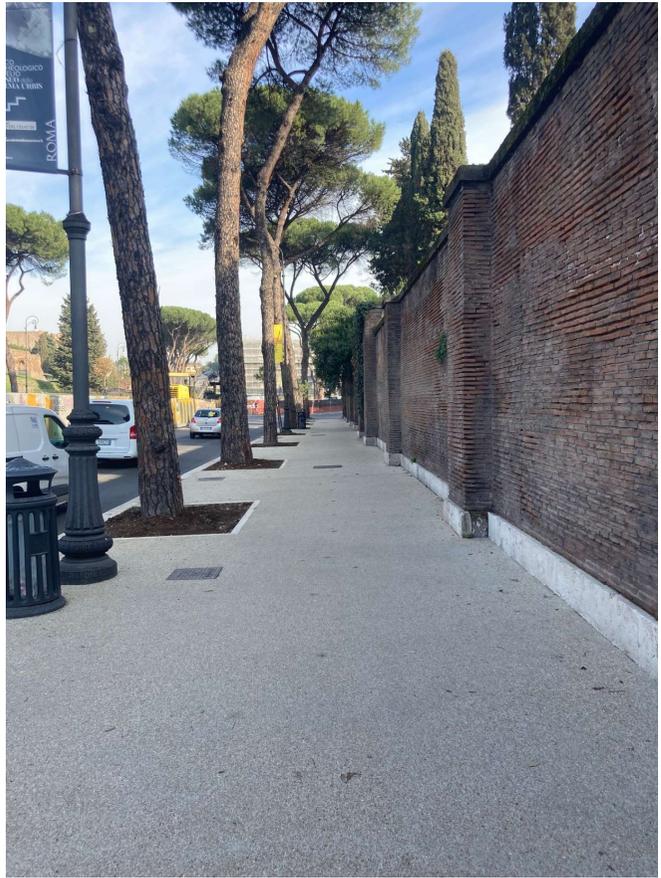
Each lot identifies those sections that provide rapid access to the GRAB from the railway, metro and tram network, extending its range of use beyond the neighbourhood and supporting its function as an urban infrastructure for sustainable mobility.

At present, work has begun on Lot 1 (stretch from the Colosseum, along Via di San Gregorio) and Lot 2 (stretch from Via dell'Almone, along Via Appia Nuova to the Arco di Travertino metro A station), for a total of **2 km already completed**, while work on all the remaining lots will begin in the coming weeks.

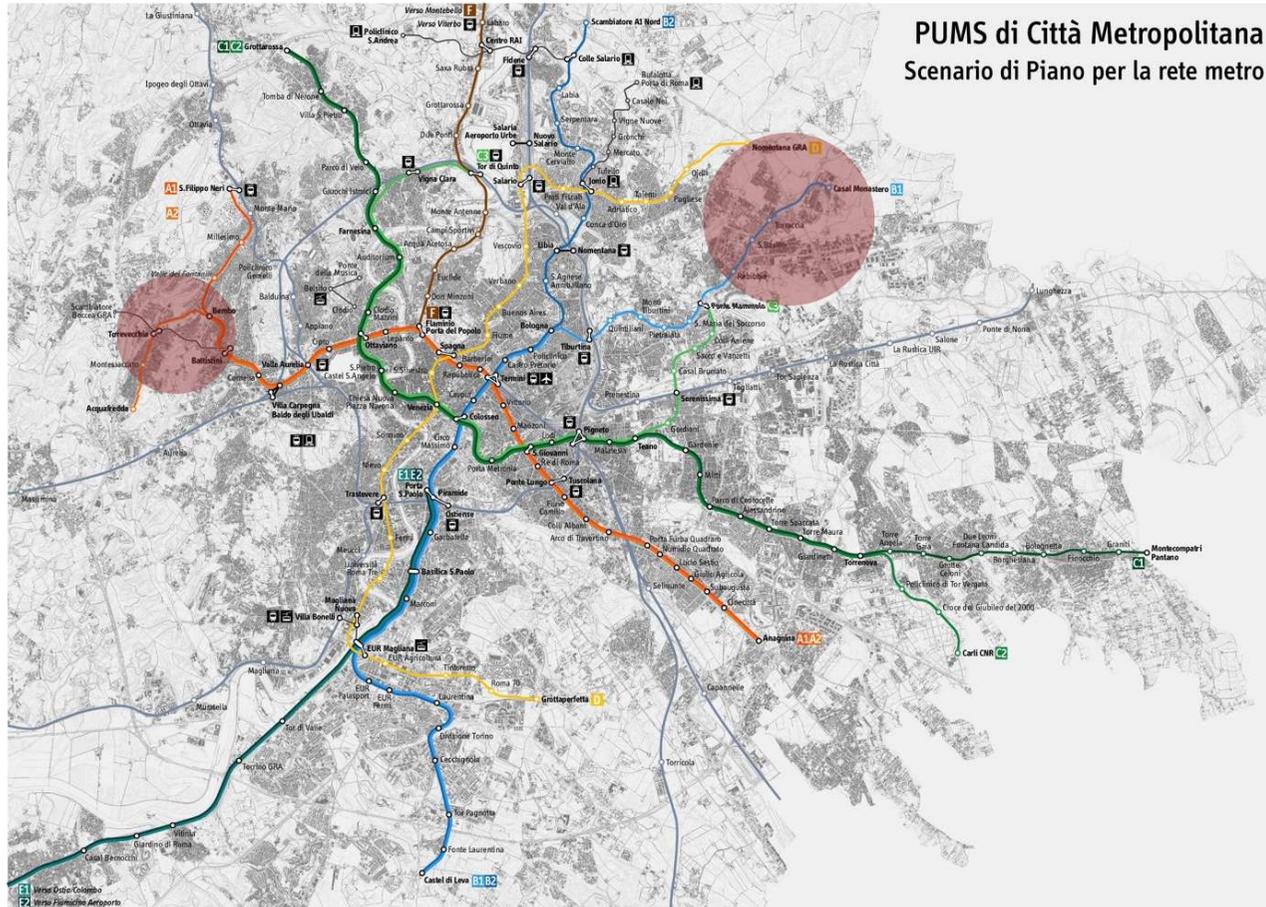


BK

New infrastructures – the cycling network connection



M Mass Rapid Transport _the metro network development



4
 Metro Lines



2
 Metropolitan Express
 Network Services



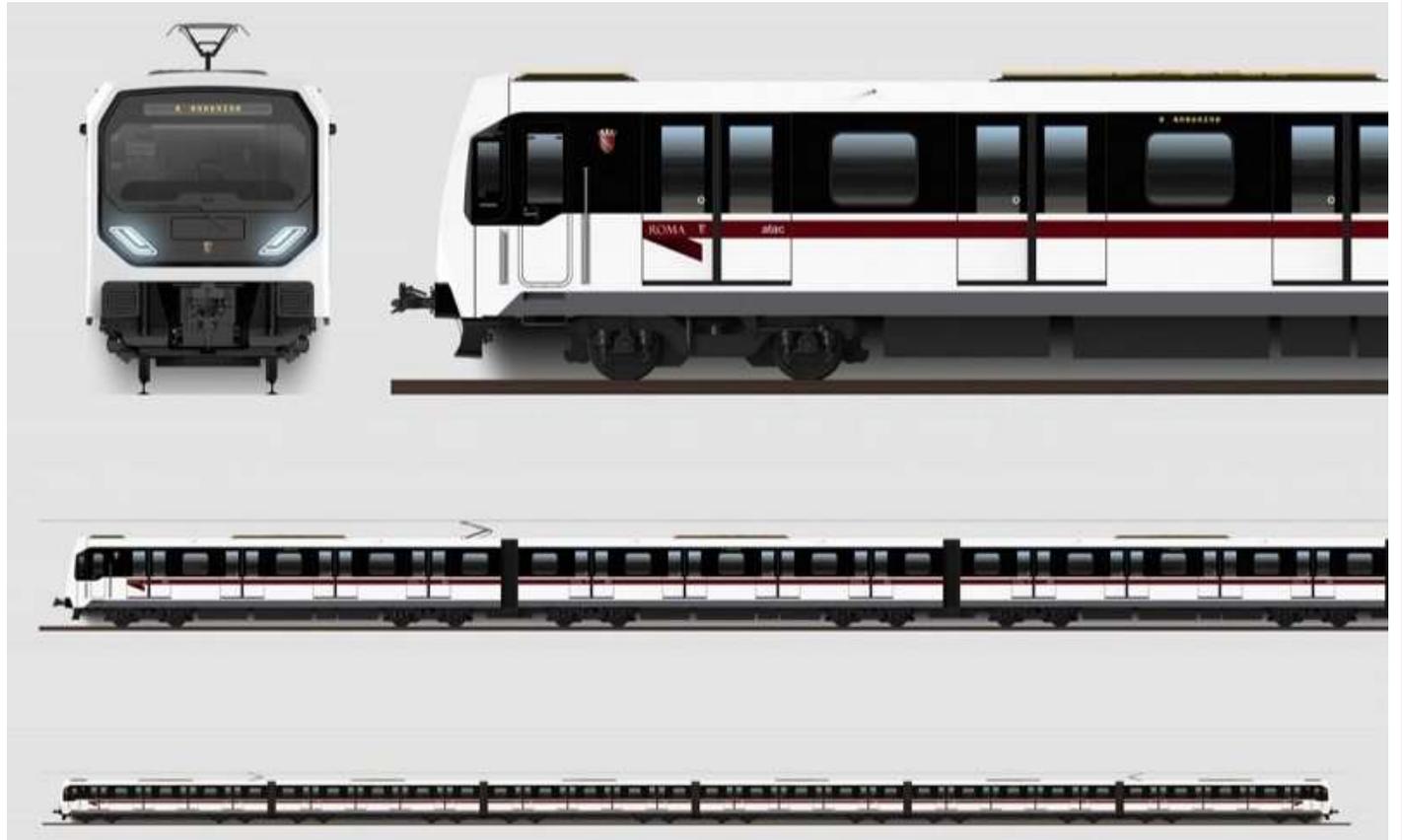
+100km
 Expected



11,5mld€
 Investments estimate



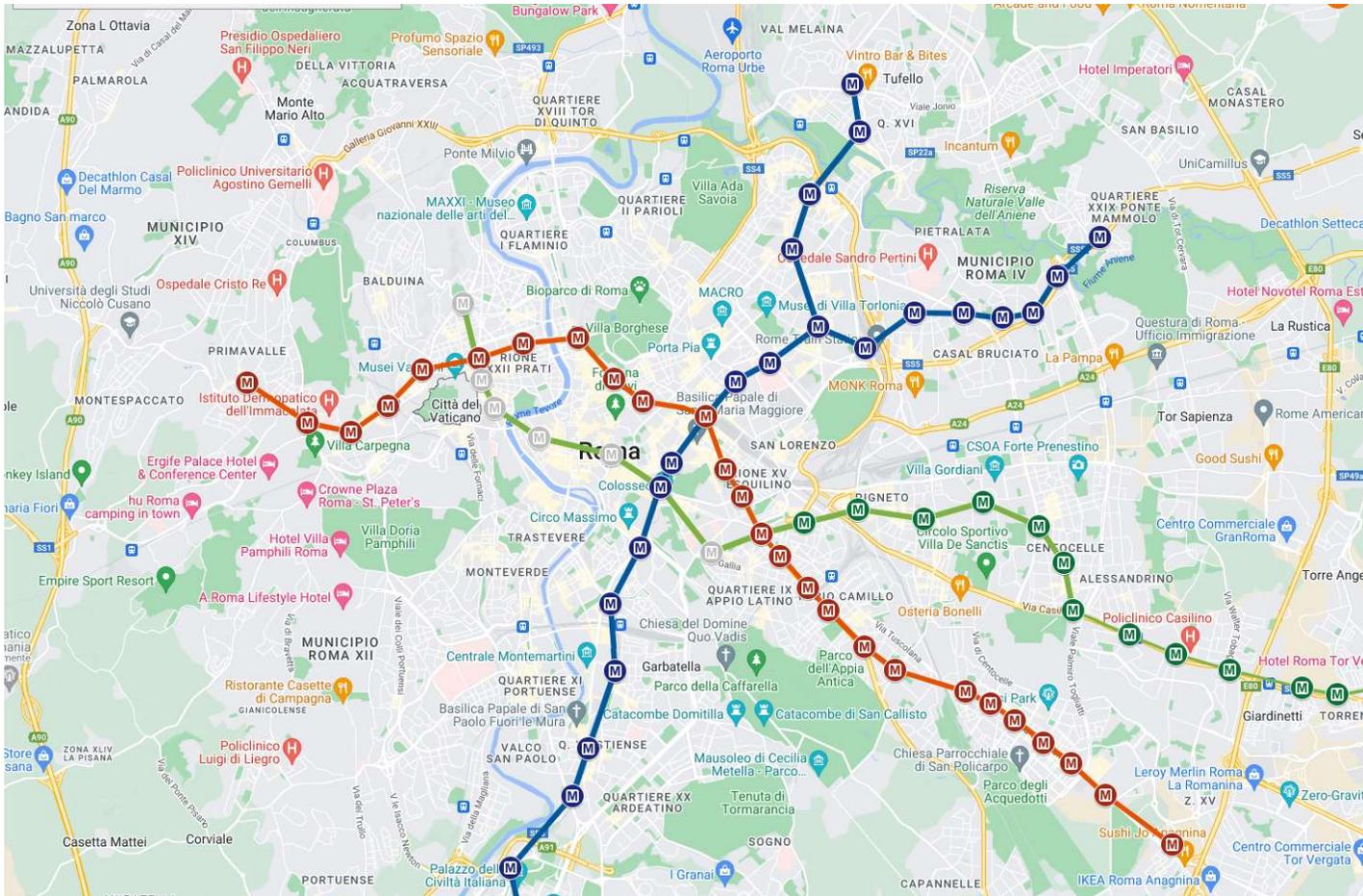
NEW METRO TRAINS LINES B/B1





Mass Rapid Transport – the metro network development

A challenging scenario for new metro lines





Mass Rapid Transport – the metro network development

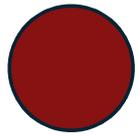
A challenging scenario for new metro lines



At present, with the last stop **San Giovanni**, there are about **55,000 passengers** on the line during the day.

With the arrival at **Colosseo** an increase in LPT use on the Metro C line of **50%** is expected, largely absorbed directly by the Metro C.

With **Venice** there is a further increase of about 15%. With the complete line we will have that LPT use in the area of influence of Line C will increase from **21% to 32%**.



Thank you