Effects of the Covid-19 crisis on mobility and transport in the cities
Webinar, June 24, 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/
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)

- Sustainable Modes: 37%
- Private: 63%

SUMP Scenario (SP)

- Sustainable Modes: 52%
- Private: 48%

WHAT IS HAPPENING WITH COVID EMERGENCY?
POLIS Webinar on post-lockdown mobility
Webinar, 7 May 2020

ROME: FROM SUMP TO COVID.

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 to 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.

- **Continuos analisys 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.

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, moving throughout the municipal area;

- **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

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

Pedestrian passages in the city centre (decrease about 90%)
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 sanification problem and difficulties to maintain social distancing;

- **Sharing mobility**: need to improve the services in order to guarantee health indoor environment for all users;

- **Public Space**: less cars, less congestion, more quality and beauty.
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Phase 2)
BACK TO THE FUTURE:
RE-OPENING THE CITY
Back to the future: re-opening the city

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 (expected - exchange within Schengen UE zone),

September: schools restarting

Challenge is to not be invaded by cars.

«Never waste a good crisis» (Winston Churchill)
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: 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
Back to the future: re-opening the city (3)

PHASE 2 - Prime Minister Decree for May 4, 2020 and beyond: Step by step re-opening, but schools closed: Private modes, smart working and city times

• Extension of sharing systems, no fees for zone expansion towards suburbs, extra cleaning and launch of new micro-mobility service;

• Smart working, already largely implemented in PHASE 1, confirmed for PHASE 2 for the maximum days per week.

• 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.

• Restricted traffic areas (LTZs) will be still open until end of August to guarantee a smooth transition, but on-street parking is again subject to payment.

• Freight: effective and sustainable solutions, reducing the impact of e-commerce with the involvement of all stakeholders, public and private in Living Labs approach
Back to the future: re-opening the city (4)

PHASE 2 - Prime Minister Decree for May 4, 2020 and beyond:
Step by step re-opening: **Active modes: bike and pedestrian**

- Implementation of **Transitions cycle lanes of 150 km** based on SUMP bike plan: **first 40 km** will be built next months on major arterial roads with light materials + others **already under construction**;

- Local measure to promote active modes, especially for **journey below 5 km**;

- Incentives to the **purchase of bikes** (from National Government).

- Strong **communication package**, based on experience of **#ViaLibera**
Back to the future: re–opening the city, focus on new Bike Lanes.

Less space for cars, more safety and space quality
Back to the future: re-opening the city, focus on new Bike Lanes (2).
Back to the future: Lessons from COVID to not forget!

- **Continuing mobility data monitoring** on [https://romamobilita.it/it/covid-19-impatto-sulla-mobilita](https://romamobilita.it/it/covid-19-impatto-sulla-mobilita): not only to provide current photography, but also to provide support for the next phases and the respect of the social distancing;

- **Mobility Managers**: Their role need to be enhanced and integrated in the mobility system of the city in order to have direct feedback of different measures and to coordinate the efforts;

- **Smart working and digitalization**: 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;

- **Better regulation of city timing**: need to better use city resources and to avoid “rush hours”;

- **Active modes**: increase their use in order to limit predominance of cars and recover local spaces and better lifestyle for all;

- **Pollution and climate change**: need for cities to save environment and to avoid future crisis, leading the change.
Thank you for your attention!

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