Facts on Active Mobility
Rome / Italy

City Profile Rome

City area: 1,285 km²
Population: 2,872,021 total inhabitants
Population density: 2,088 inhabitants/km²
Modal Split: 54% IMT, 29% PT,
16% Walking, 1% Cycling
Car ownership rate: 696 cars/1,000 inhabitants

Modal Split

The modal split of the City of Rome reveals that cyclability is at a very low level. Since 2004, Public Transport (PT) use has grown from 16% to 29%. The 2008 economic crisis affected the modal split with a reduction in private vehicles use and an increase in the use of PT. For all transport modes, the average travel time per day is 1h 32 min in total, while the average travel distance per day (all modes) is equal to 12.4 km.

Nevertheless, the intensive use of private vehicles are still responsible not only for environmental costs, but also economic losses, since Roman citizens lose 135 million hours for their journey.
Rome’s transport system in a nutshell

<table>
<thead>
<tr>
<th>Car network(^2)</th>
<th>Walking &amp; Cycling network(^1) (^2)</th>
<th>Public Transport network(^2)</th>
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<td>• Ownership high 350 cars/1,000 people, • High cars/ km(^2) rate with 5,500 cars/ km(^2) = high traffic density within city boundaries • Many commuters from Rome’s Metropolitan area contribute to high traffic volume.</td>
<td>• 116 km of cycling lanes. • Expanded network 2013 to 2014 by 10.6%. • Private bicycle parking infrastructure for 23,559 bicycles.</td>
<td>• PT fleet counts approximately 2,800 vehicles, including 2,655 buses, 164 trams, 30 trolley buses and 93 electric minibuses. • The PT network covers over 2,400 km. • Peripheral areas not well covered.</td>
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Rome’s Strategies & Policies

The new Mayor promoted just after her election in 2016 the Mobility Program Guide Lines (article available in Italian here) setting specific objectives and prevalent actions zone by zone to recover balance among all modes and healthy quality of life.

The “soft revolution” set by these Guidelines reinforces the sustainable mobility concept, integrating the Traffic Masterplan for Rome (PGTU) launched in 2014 to transform the city into a more livable environment.

Traffic measures designed to better integrate AM and ensure a safer coexistence of different transport modes. PGTU also supports the development of cycling network incorporating the Cyclability Framework Plan.

The PGTU also promotes the systematic use of bicycles for short-distance trips and for longer trips in combination with PT. With the PGTU Rome defined the objective to increase the total bicycle mode share to 4% and up to 10% in the historic centre.

In 2011 the Municipality approved the Road Safety Plan 2012-2020. The overall fixed goal for the Plan is to halve the number of fatalities within 2020.
“Cycling policy is changing. We increased the quality of infrastructure and cleanliness of the city. But here is a cultural barrier to break down. Despite good weather, tracks are not used as they could.“

Sapienza University of Rome

Transport & Health

The city has an enormous potential to tap into walking and cycling and establish a more sustainable urban mobility. The new PGTU formulates a new understanding of mobility in Rome. Cultural habits however tend towards use of motorised vehicles and bikes only become a transport option in the absence of financial resources to maintain a car.

There is a cultural barrier to break down. Despite good weather, tracks are not used as they could. Schools should distribute flyers to promote the use of bicycles, the public administration should do more to change the approach.

Eng. Gabriele Giustiniani (Sapienza University of Rome)

With the development of a Cyclability Framework Plan for Rome, AM is promoted in the context of health and the systematic use of bicycles for short-distance trips and for longer trips in combining with PT is planned. For the achievement of these objectives it is also necessary to improve the safety conditions. The implementation of a cycling network has started in a few pilot areas, particularly in the city centre. The system will be diffused to external areas and connected with PT hubs and nodes as well as to zones that are subject to traffic restraints or with high population and tourism density.

Inter-modality will be supported by the setting-up of a bike-sharing system and a complementary awareness campaign. Bike-sharing, car-sharing and electric mobility modes were left marginal in the last years. In the future these systems should become an integral part of the new mobility policy, offering more extensively alternatives for mobility of city users.
Enabling factors & challenges

**Political decision:** The [former] Mayor understood and actively promoted the link between health and mobility. However, AM related processes have to be addressed on a broader political level in order to change how decisions are made in the administration with respect to transport and health, as well as shaping a change in people’s mobility habits.

**Administration:** Rome is not putting efforts in communicating about its cycling network. In the last 20 years the provided data were not enough to justify innovative policies. A daily information on air quality has to be provided to the citizen.

**Infrastructure:** Maintenance of existing infrastructure is falls short of requirements; Many people are coming from outer metropolitan zones without efficient suburban connections. This is addressed partially in the Cyclability Framework Plan, but there is still some way to go.

**Social environment:** Overcome cultural attitudes and behaviors e.g. Roman citizens prefer to use only one transport mode is a challenge. The goals of PGTU seek to address this, but could be greatly supported through awareness raising and better dissemination of information about road safety and benefits of active mobility.

**Transport & Health:** Mobility is still not considered to be directly relevant for health; Health and transport data are analysed separately and are hardly linked.

“Rome has an enormous potential to tap into walking and cycling and establish a more sustainable urban mobility.”

(Stakeholder, Rome)

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