



Reframing Public Transport as a SUMP Priority in a Car-Dependent Context: the Viterbo experience

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WHO ARE WE?



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TPS Pro is a leading Italian
engineering consultancy
specialized in traffic
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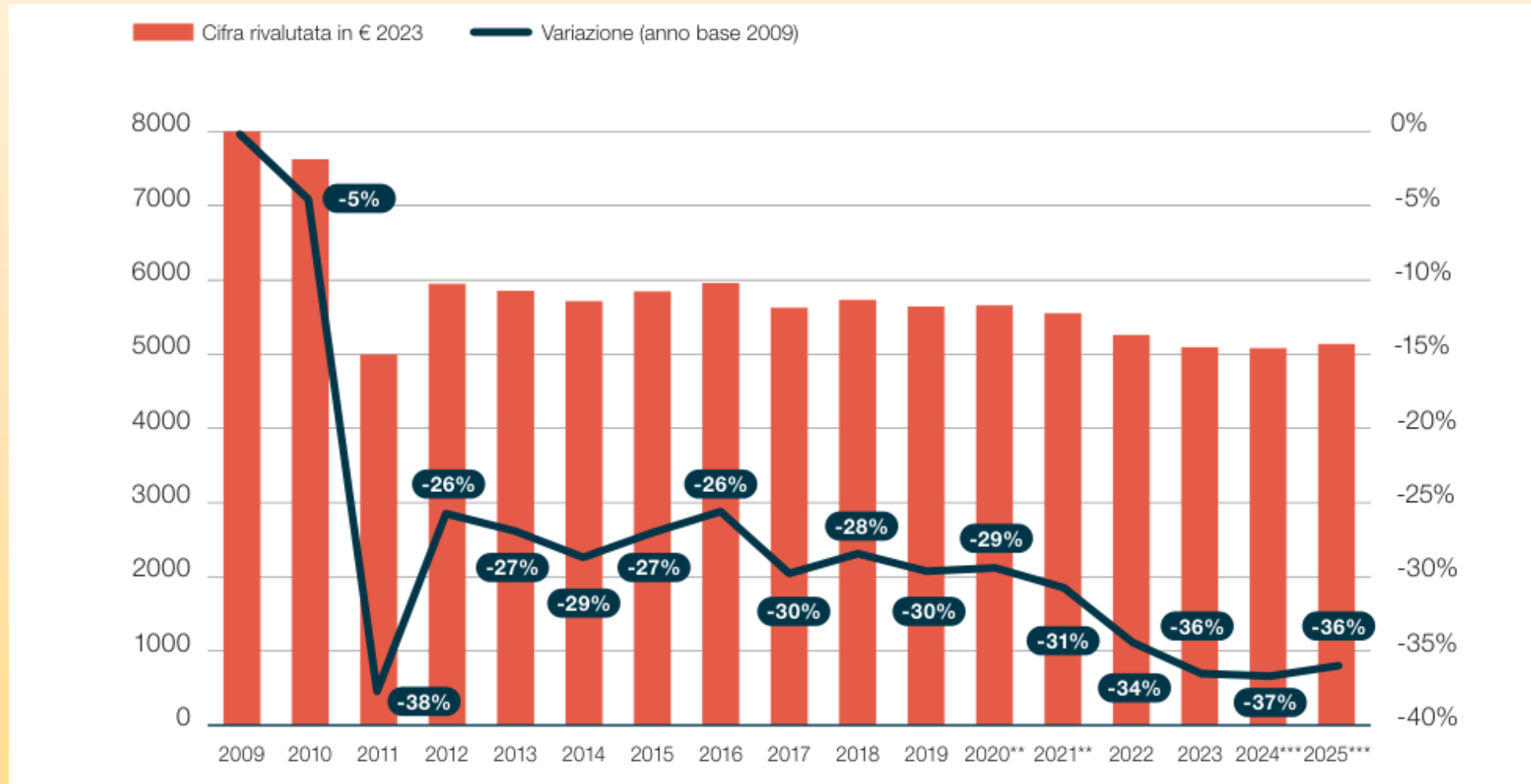
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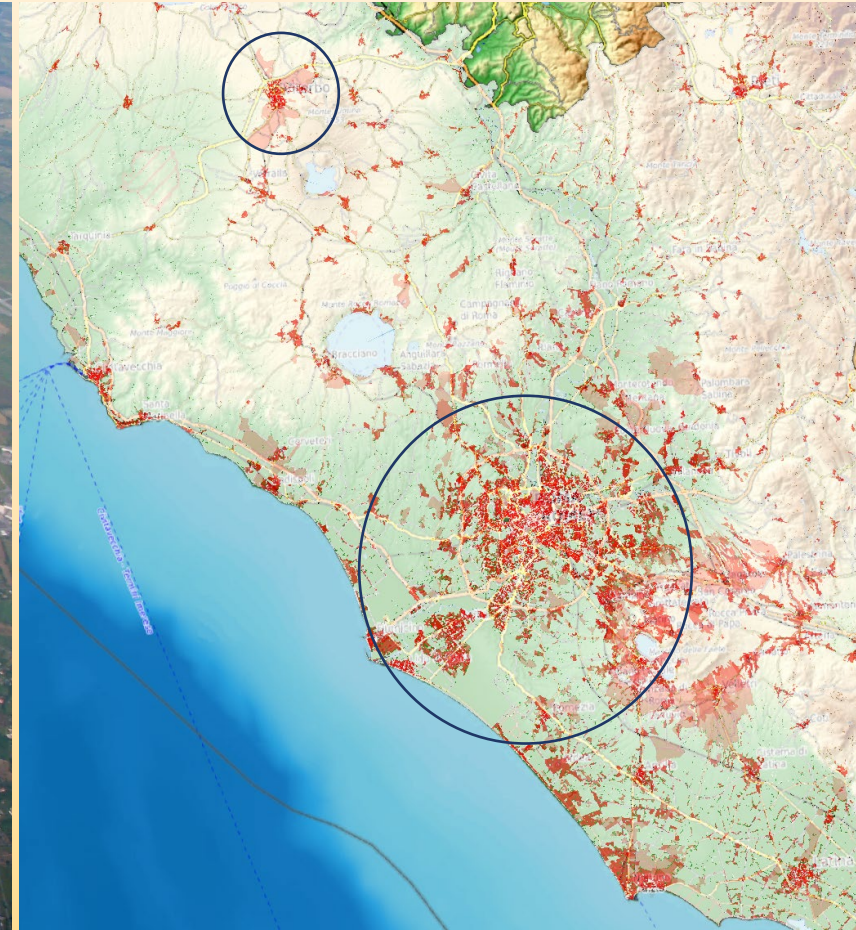
***Data-Driven
Engineering, Decision
Support Systems &
Sustainable Transport
Planning***



Italian national fundings for PT



The fragmentation of Viterbo



The fragmentation of Viterbo

- 60,000 inhabitants distributed between the center and hamlets.
- Villages in the belt up to 20 km from the historic center.
- Strong orientation towards the use of private cars (spatial dependence).
- Social inequalities related to accessibility to services.



Trenitalia

State railway operator: connection between the two main stations and the regional routes.



Cotral

Regional road operator: overlaps with the urban network with poor integration.



Francigena

Municipal company: urban network with long ring routes and low efficiency.

Why the existing model fails

The one-way ring

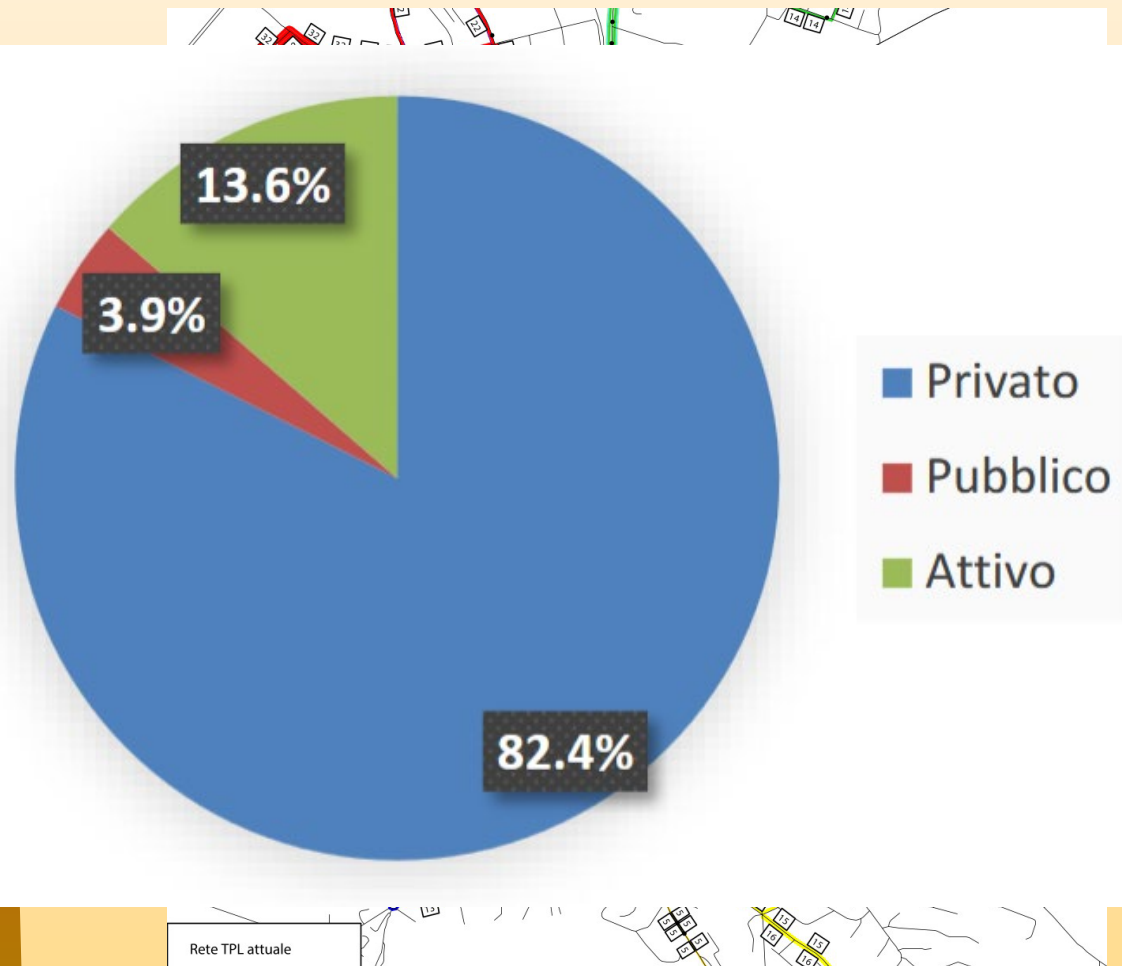
- Single terminal: congestion in prestigious area
- Confusing circular paths
- Long return journeys
- Many lines that are difficult to read
- Laughable frequencies

Very low ridership

Less than 4% of home-work/school journeys take place via LPT. Competition between operators.

No financial sustainability

Very low revenue/cost ratio (<10%)
3M€ contribution, 0.28M€ revenues



Main

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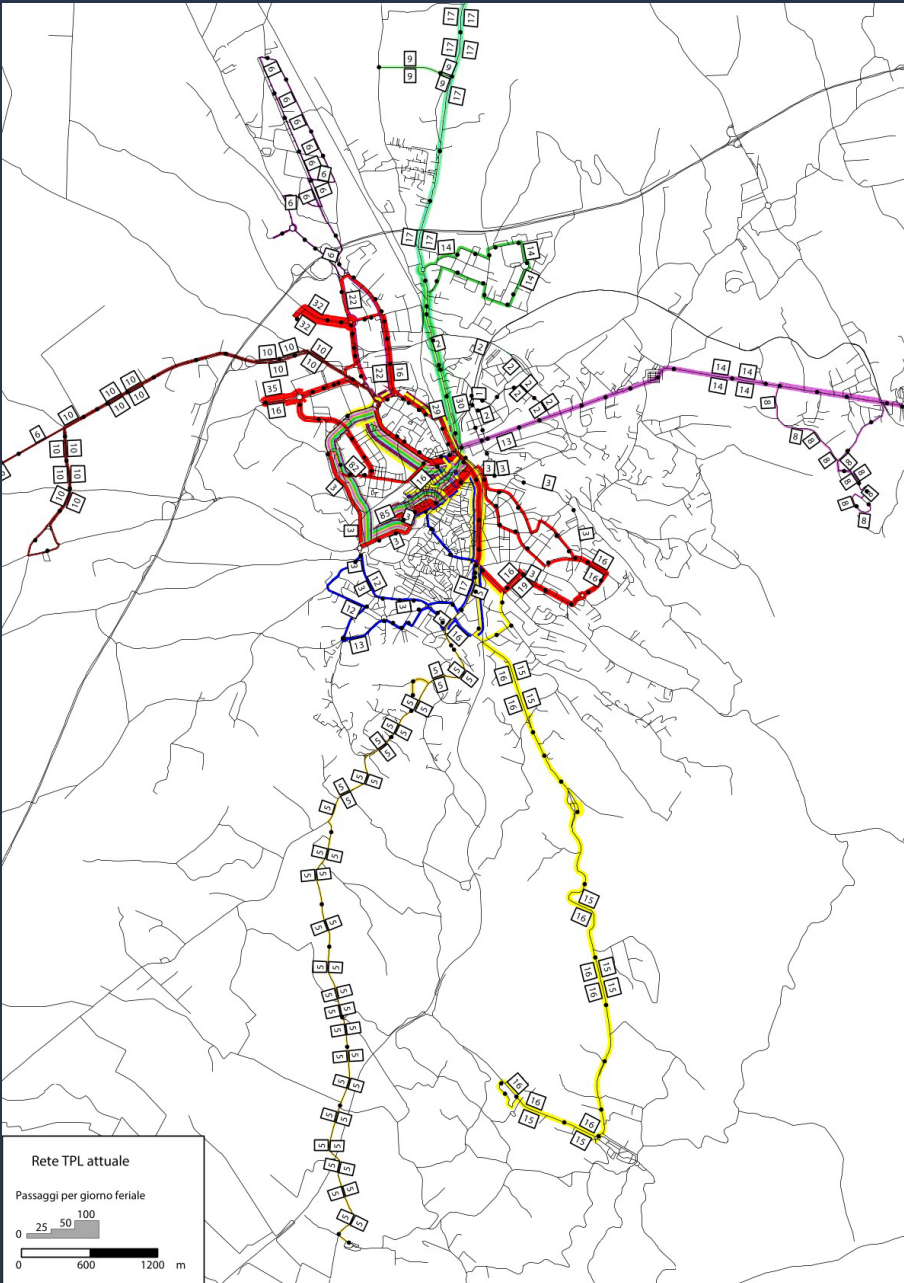


From the ring to the corridor: the *tabula rasa*

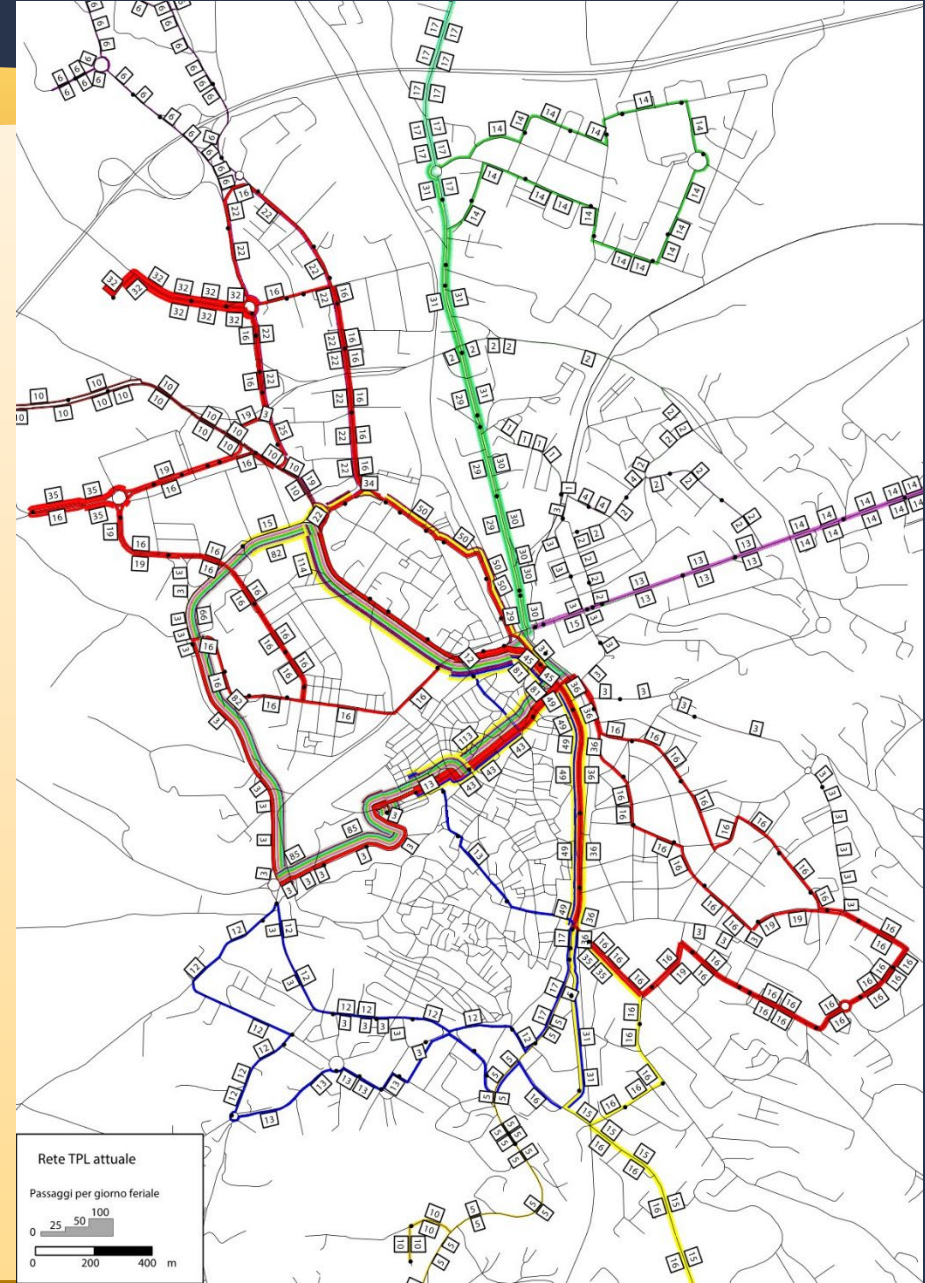
The "Unrolling": The SUMP strategy involves the transition from circular paths to bidirectional high-frequency corridors.

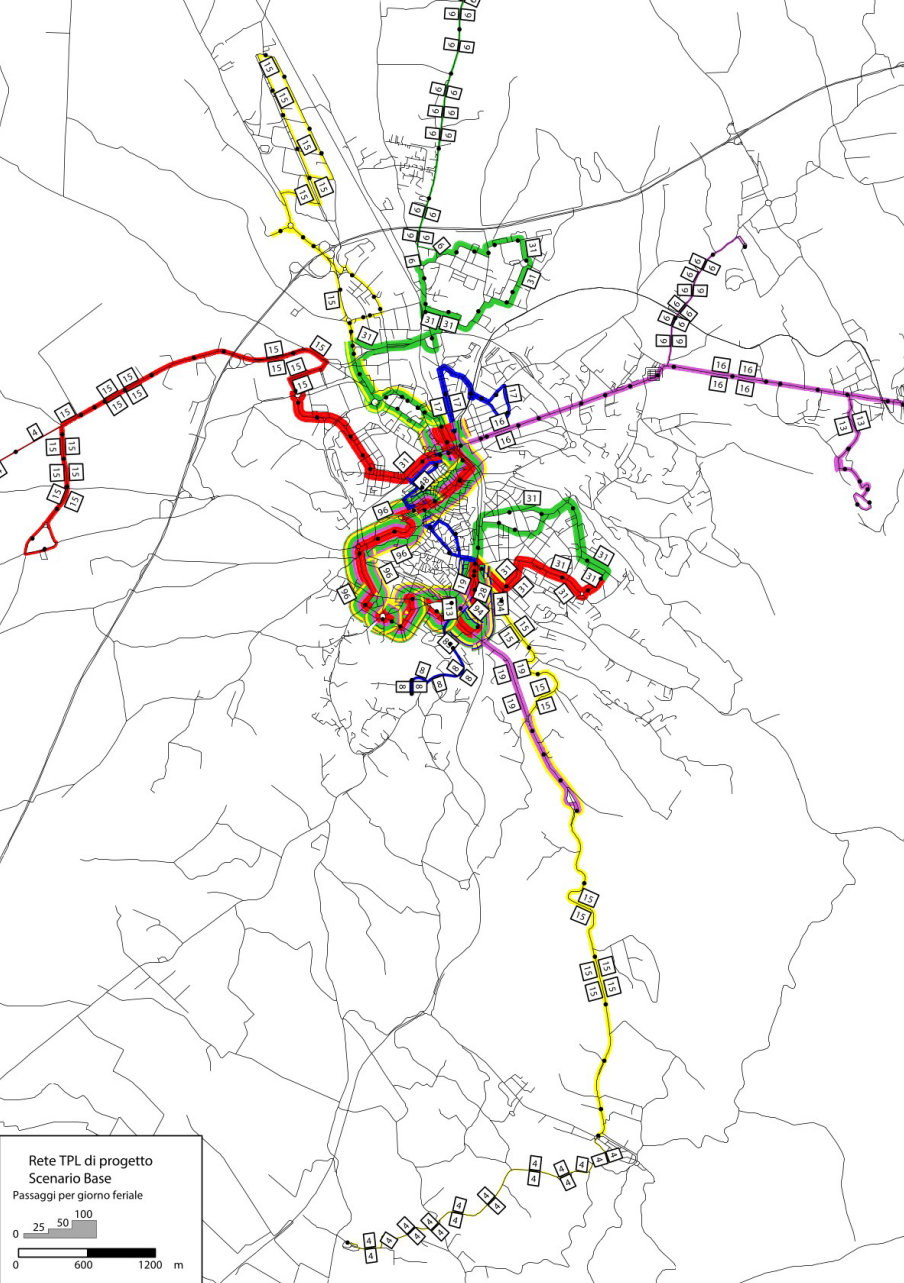
- Simplify network readability
- Guarantee certain travel times
- Recovering quality public space by eliminating the single terminal

	Ring	Trunk Corridor
Configuration	One-way circular routes	Bidirectional pass-through lines
Terminals	Single central hub (congestion)	Widespread and decentralized terminus
Interchange	Random and uncoordinated	Synchronized with the railway network
Public Space	Invasive terminals in high-end areas	Regeneration and social reuse

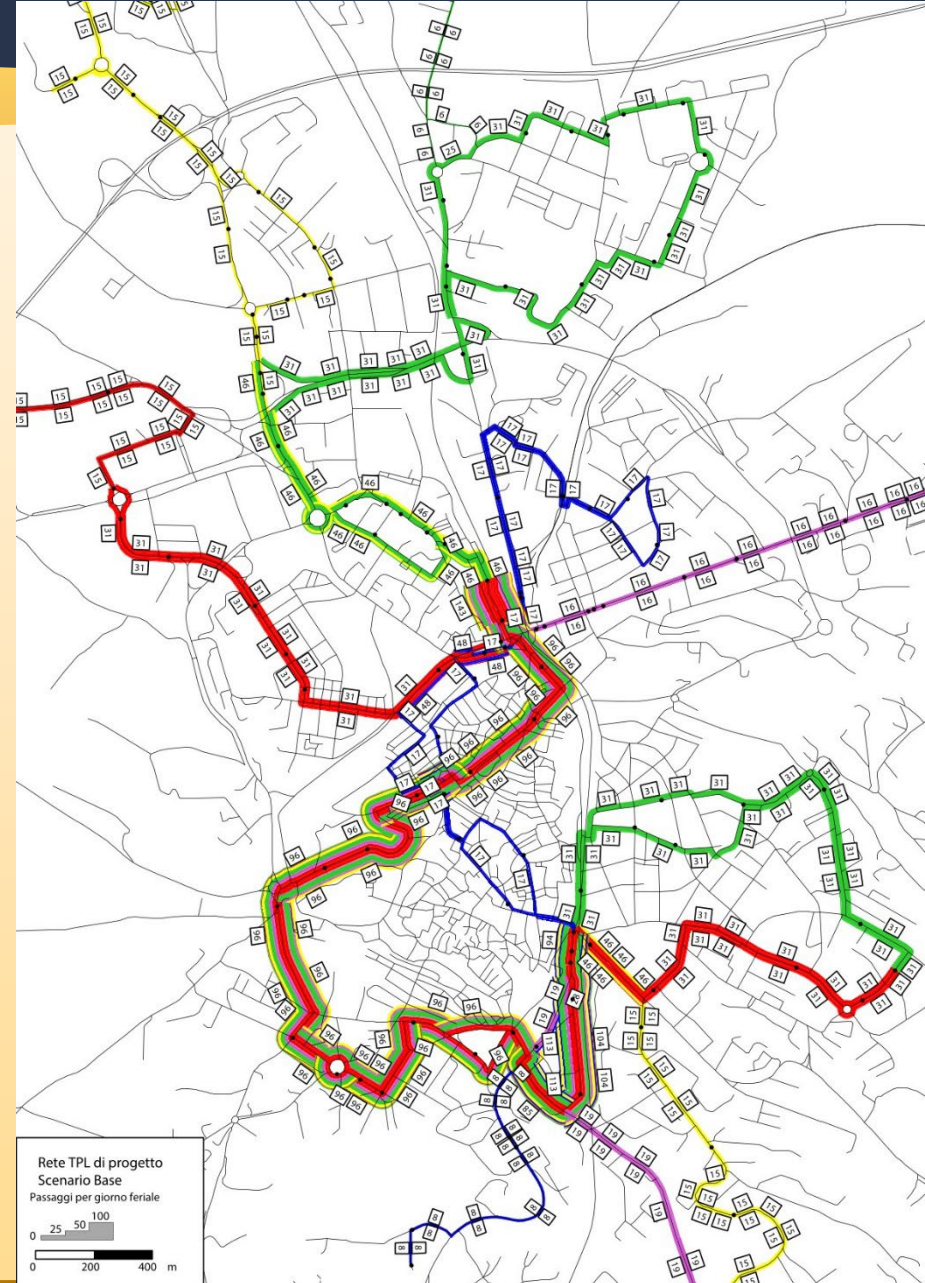


Current network



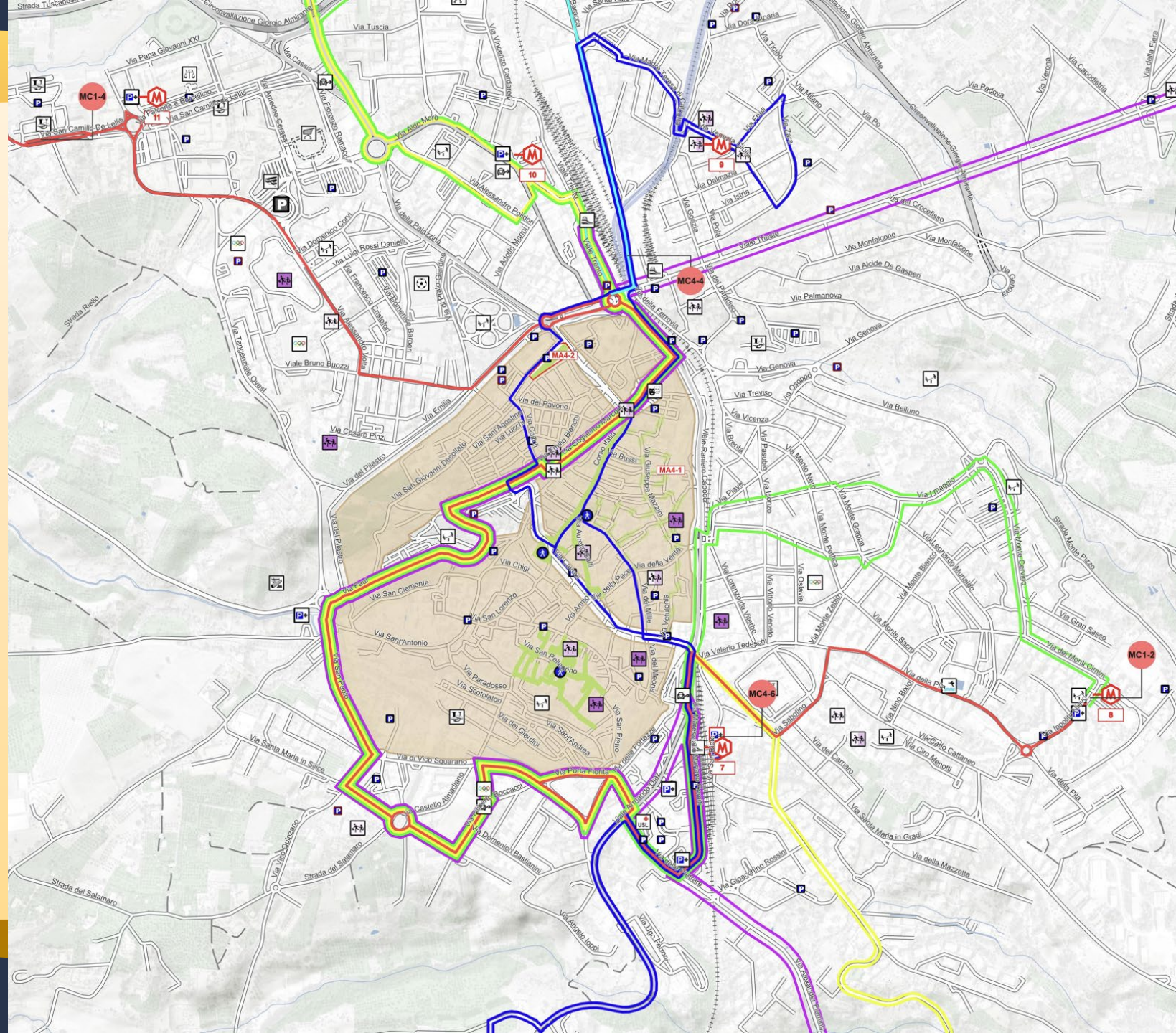


Project Network

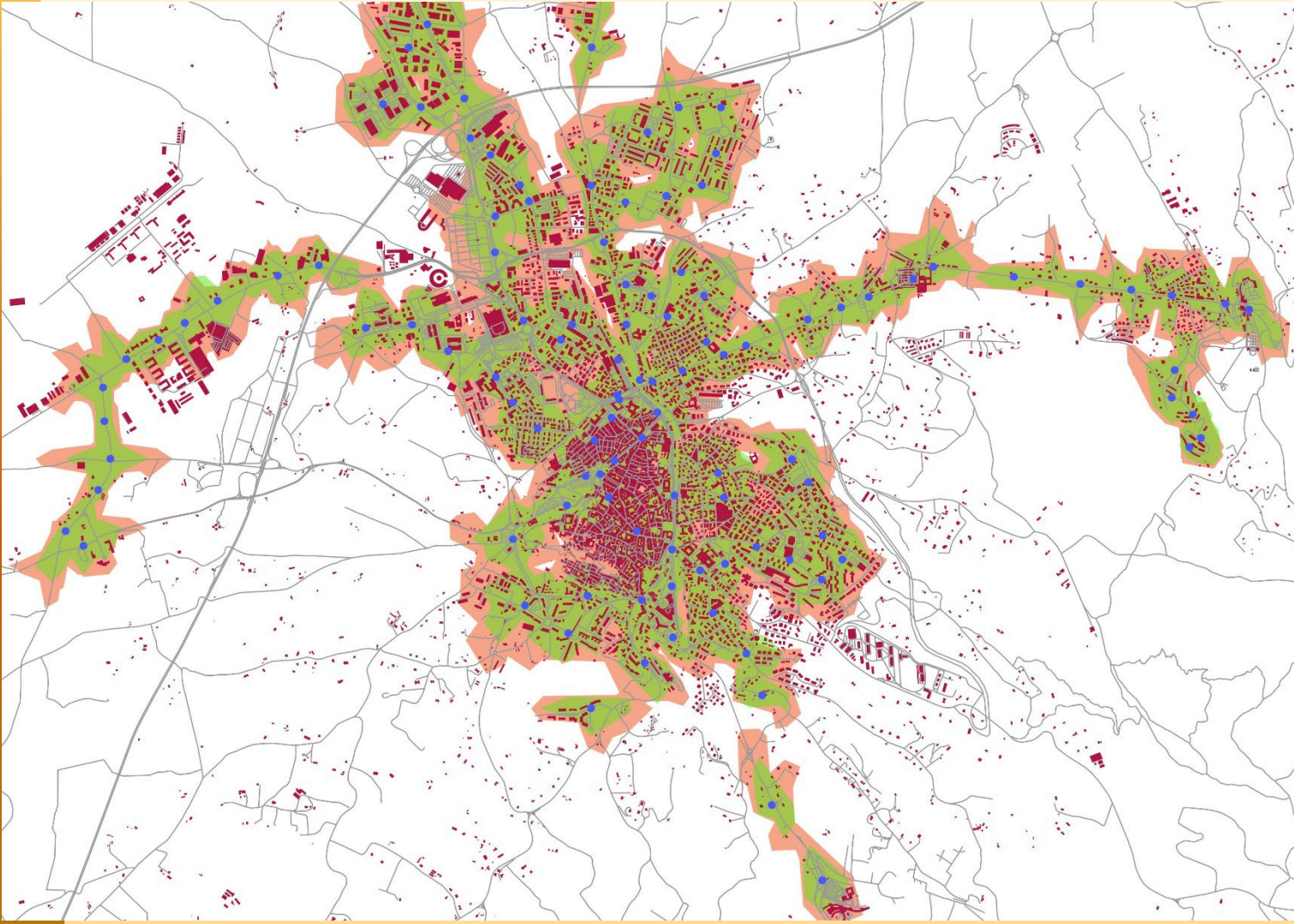


Project Network

- 4 lines in the corridor:
 - 10' frequency combined
- 1 lines to the northern hamlets with fare integration with train
- 1 shuttle line for the city center



Micro-planning of stops



Gates shall be... gates!

The integration with the medieval fabric takes place by placing the stops on the central corridor and at the gates of the city walls:

- Widespread coverage of the historic center
- Isochrone analysis to better serve Points of Interest (POIs).
- Intermodality between LPT and pedestrianity (last mile strategy).

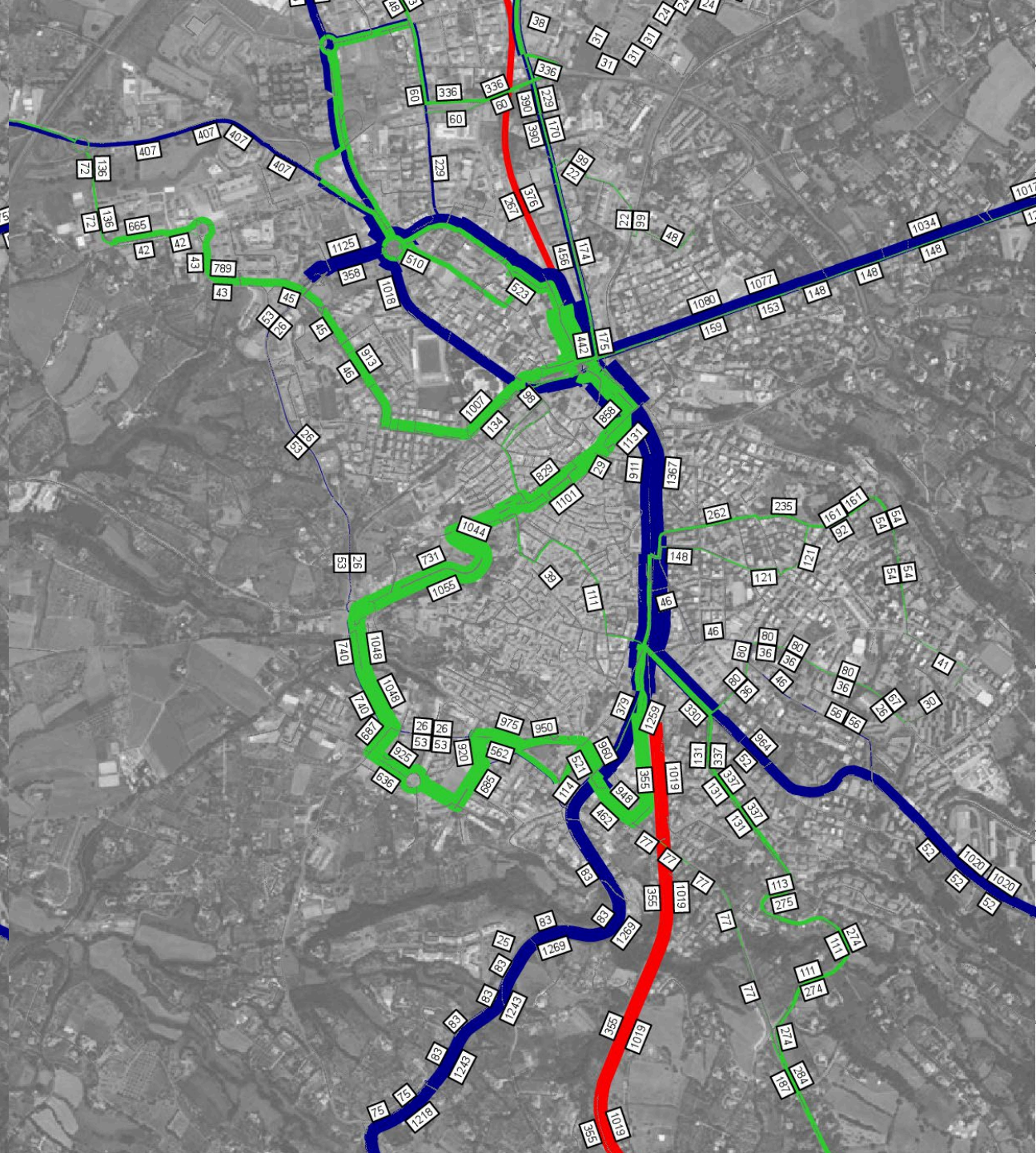
Micro-planning of stops

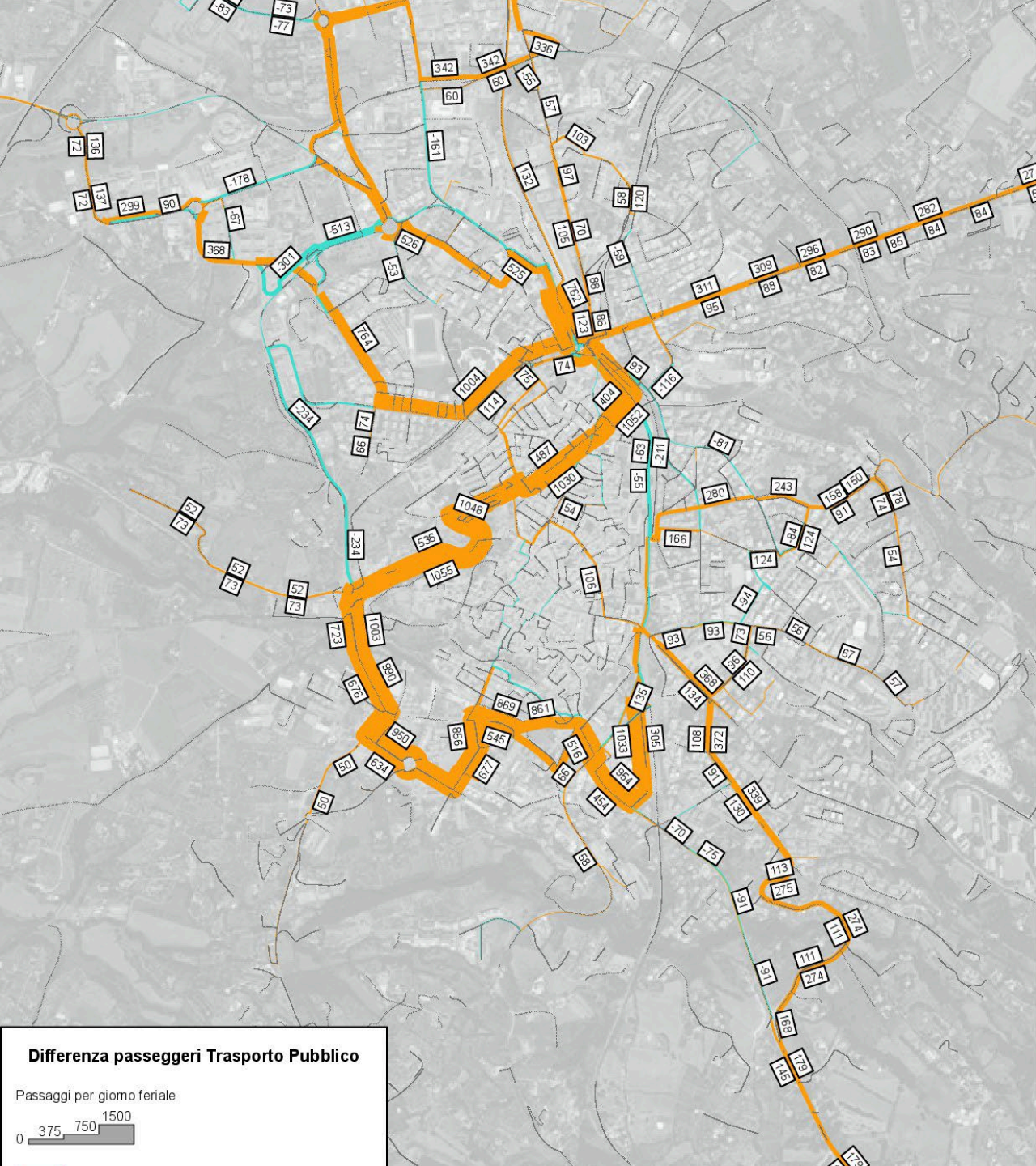


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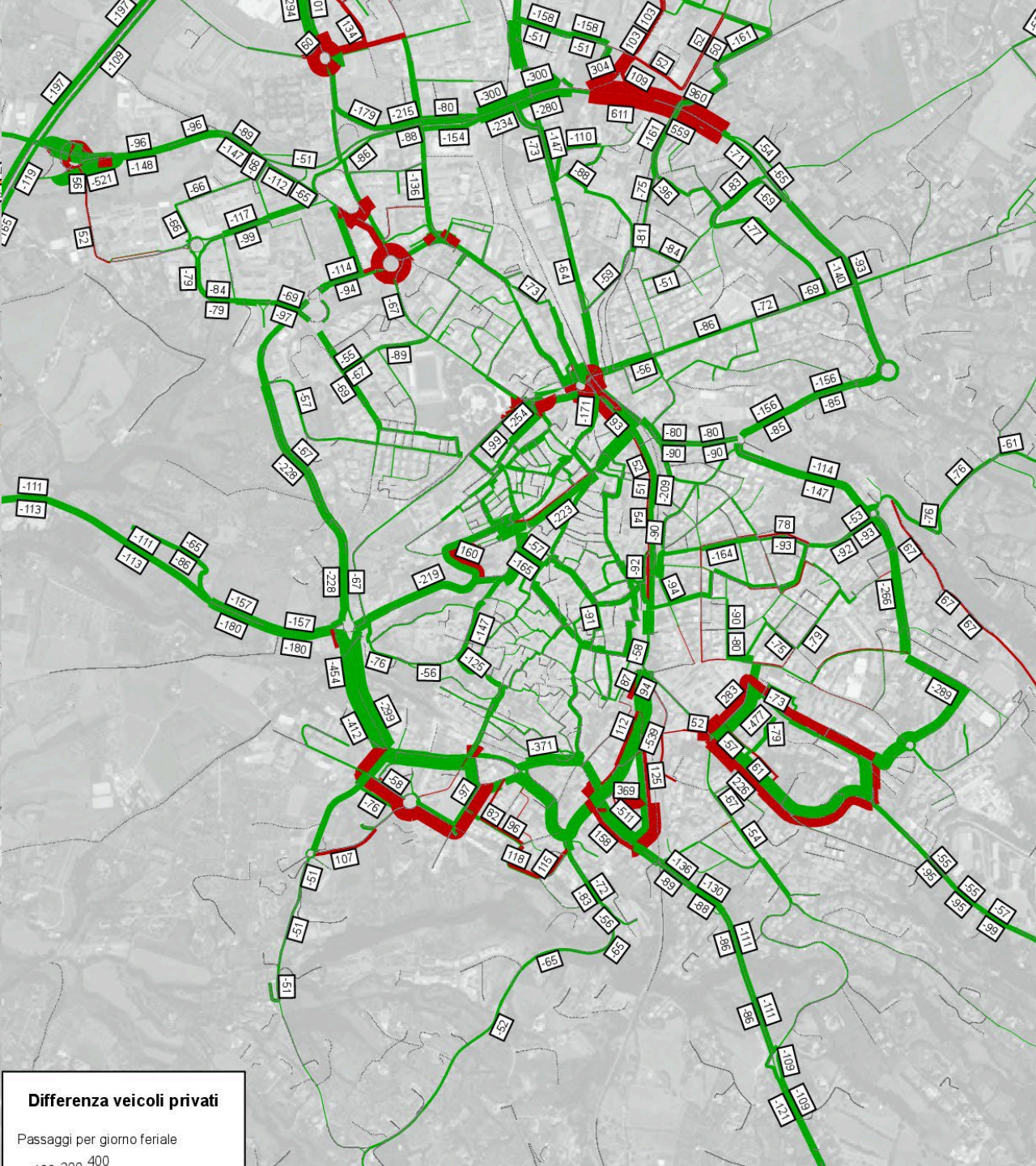
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Differenza passeggeri Trasporto Pubblico

Passaggi per giorno ferialle



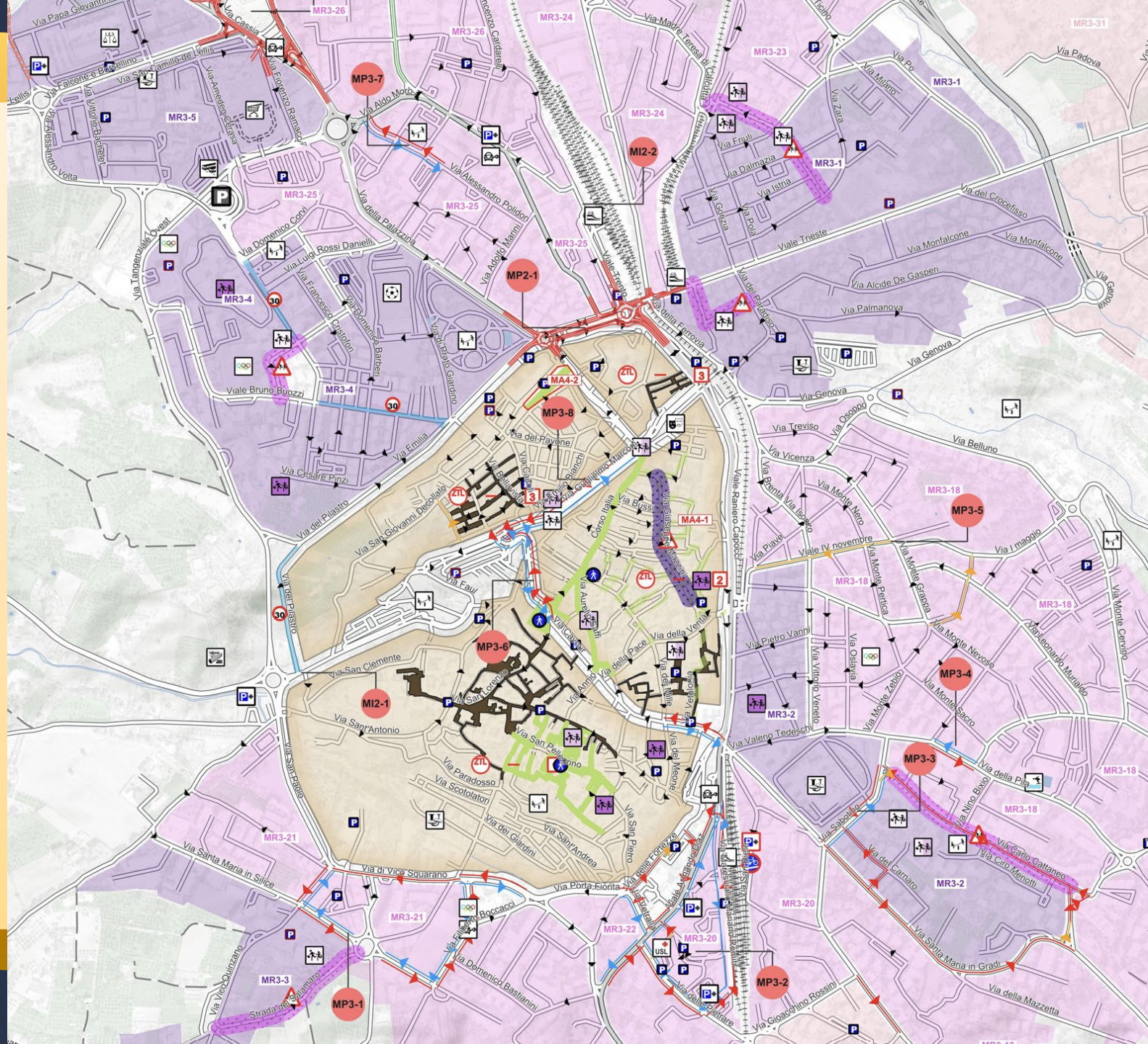
Differenza veicoli privati

Passaggi per giorno ferialle



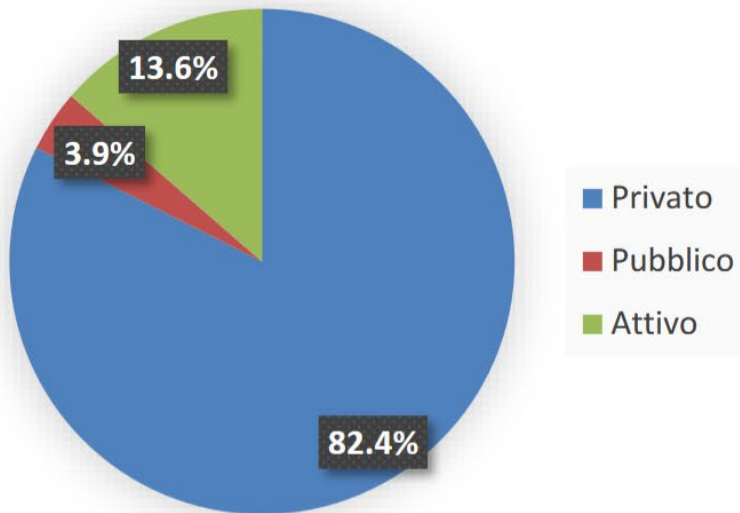
Reframing

Road and traffic policies re-oriented towards public transport needs

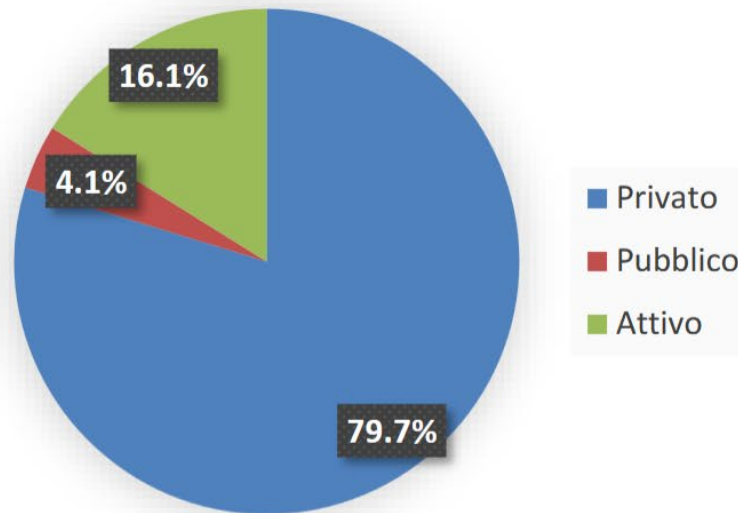


Modeling results

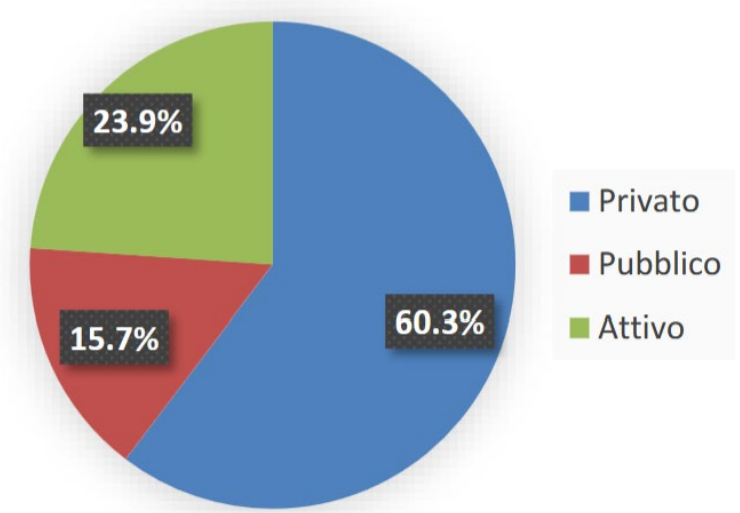
Scenario Attuale



Scenario di Riferimento



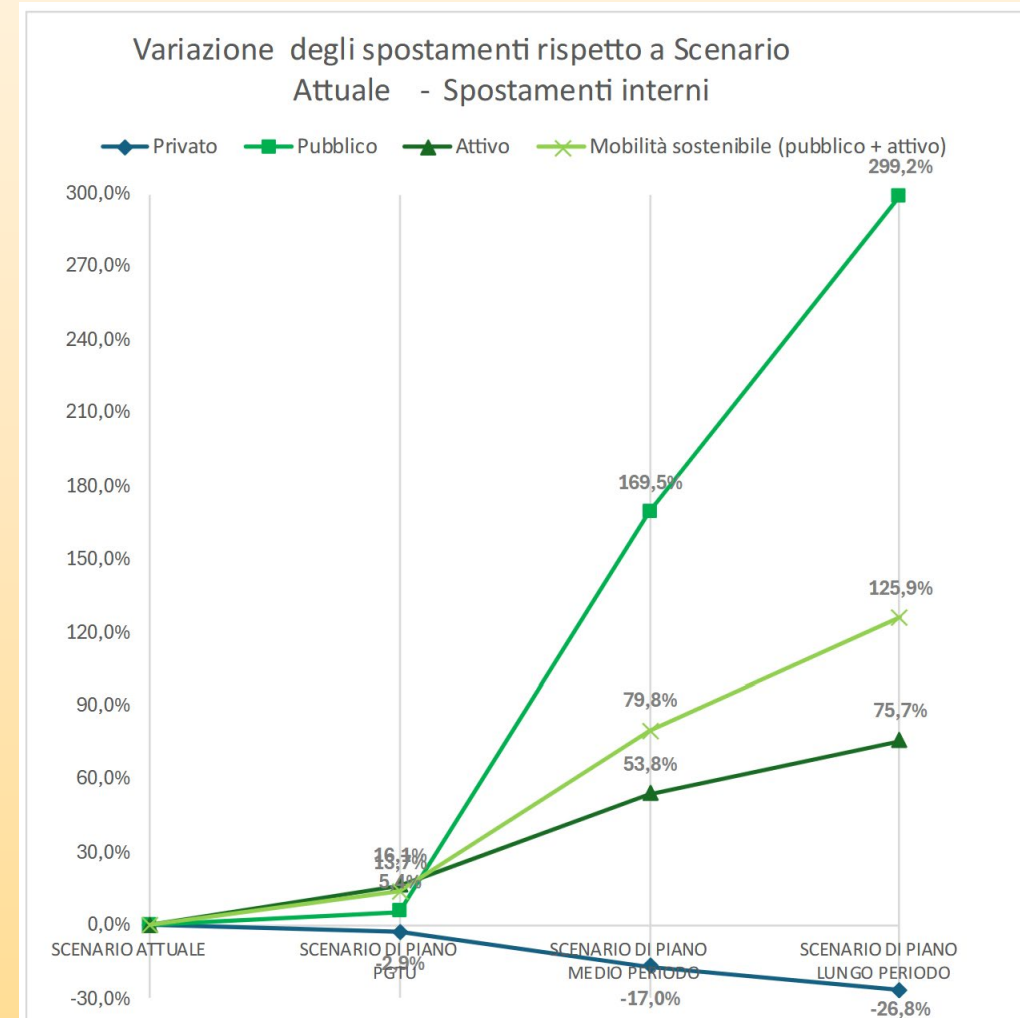
Scenario Lungo Periodo



Modeling results

LPT travel in the city
quadruples

This raises interesting insights
into the potential virtuous
circle of more funds → more
service



Technical-political planning: how to make a *tabula rasa*



Trilateral process

Direct involvement of the Administration, operator and citizens to build decision-making capacity



Strategic Nudging

The SUMP as a terrain for a new culture of governance, where cooperation innovates service



Adaptability

A flexible network that can adapt to changing demand and future urban development

Thank you!

Find out more on our website



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