Urban mobility

Year 2014

In the provincial capitals the buses used for local public transport (LPT) were 79 every 100,000 inhabitants, a little more than the year before. The share of "green" buses was 22.4%, mostly fueled by natural gas or LPG.

Tram and subway networks grew up by 2.6% and 10.6%, respectively. Twelve cities had a tram service, and seven had a subway (in 6 of which network extensions were realized over the past 5 years).

The offer of LPT kept falling down during 2014 (from 4,787 to 4,423 seats-km per inhabitant), and remained very unequal over the Country. The average ratios of North and Centre (5,722 and 4,931, respectively) were from two to three times that of South and Islands (2,163).

The average commercial speed of LPT buses was 19.5 kmph, and lower among the big cities (16.6).

There were 12.4 taxi licenses every 10,000 inhabitants in the provincial capitals (19.5 in the big cities). Ratios were in slight decrease, compared to 2012.

EXTENT OF TRAM AND SUBWAY NETWORKS, PRODUCTION OF LPT SERVICES, BUS LANES, BICYCLE LANES, PEDESTRIAN AREAS, CARS AND BICYCLES USED FOR SHARING MOBILITY SERVICES IN PROVINCIAL CAPITALS.
Years 2011-2014, percentage changes
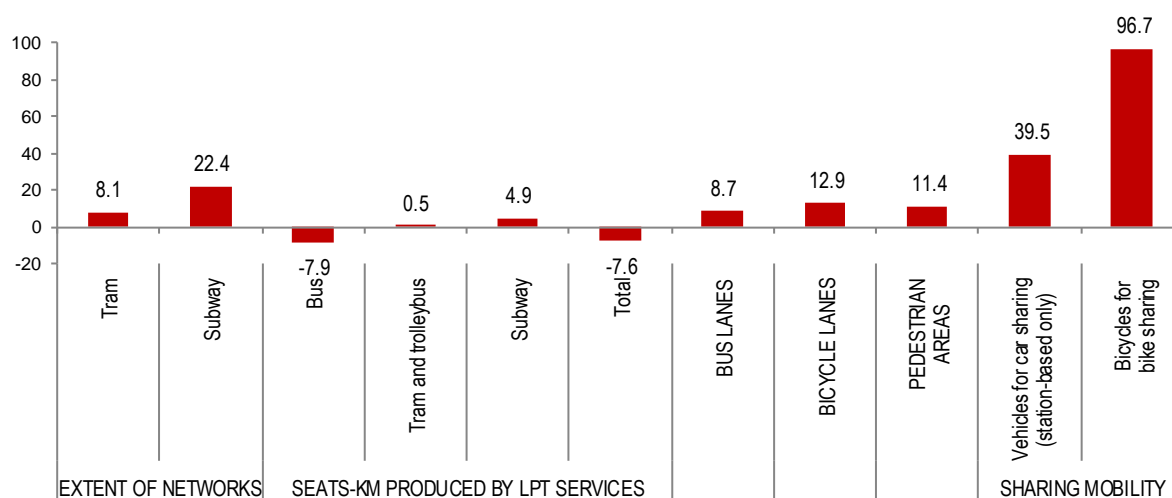
Current expenditure of the provincial capital municipalities for LPT and related services increased from 97 to 137 euros per capita (yearly averages 2008-10 and 2012-14), while the capital expenditure dropped from 68 to 41 euros per capita.

There was a slight recovery in the TPL demand (from 190 to 192 passengers per inhabitant), that remained, anyway, far lower than the pre-crisis period (218 passengers per inhabitant in 2008).

Throughout Italy, the frequent users (every day, or more times a week) of bus, trolleybus and tram were about one-tenth of the residents aged 14 and more (15% in the Centre, 12% in the North, and 9% in South and Islands). Such share reached one-third in the central municipalities of metropolitan areas.

Satisfaction for LPT services was generally higher in the North, while negative assessments prevailed in the Centre and even more in South and Islands. There were less satisfied users also in the centres of metropolitan areas. The most criticized aspects were the cost of tickets, the comfort at the bus stops and the cleanness of vehicles; while the most appreciated ones were the speed and frequency of the rides.

The motorization rate decreased for the third year in a row. It remained, however, very high (603 cars every 1,000 inhabitants in the provincial capitals).

For the first time since 2009 there was an increase in the number of new car registrations (+7,5%), and a remarkable growth of the share of electric cars (three every 1,000 at the end of 2014).

The endowment of Pedestrian areas rose to 36.5 m^2 every 100 inhabitants, as well as the density of Bicycle lanes rose to 19.4 km every 100 km^2. The total surface of Restricted traffic areas grew by 9.7% and 66 provincial capitals had implemented "30 kmph Zones" over their territory.

There was a strong growth of sharing mobility services. Bike sharing was present in 60 cities with more than 11,000 bicycles (twice those of 2011). Car sharing was available in 23 cities with more than 4,000 vehicles: the offer was boosted by the new free flow services that entered the Italian market.

Mortality rates in road accidents dropped to 4.6 killed every 100,000 inhabitants in the provincial capitals (5.6 throughout Italy). Breaking down by type of vehicle, and taking into account only drivers and passengers, the mortality rate was 1.6 for cars (Italy 2.5), 1.1 for motorcycles and 0.4 for bicycles.

During 2014, in the provincial capitals road accidents caused 1.2 killed and 69 injured every 100,000 residents among pedestrians: less than the year before, but well above the corresponding national averages (0.8 killed and 29.6 injured).

For more details please refer to the Italian version

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