

# Site Visit Reports

## *Inclusive Shared Mobility*

CIVINET–PEF Joint Event · Rome, 13 May 2026

Three routes were organised on Day 2 of the event, enabling participants to explore shared mobility and cycling infrastructure in Rome first-hand. This document brings together the reports from all three site visits.

## Route 1 — Tiber Riverbank Cycling Tour

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*Shared e-bikes · Dott · Tiber riverbank, Rome*

Participants joined a cycling tour along the Tiber River using e-bikes provided by Dott. The tour was a pleasant experience, offering a picturesque view of Rome and showing the potential of shared micromobility for recreation, tourism and active travel.

The route had a separate cycling lane along the whole section, which increased the feeling of safety and comfort. However, the experience also revealed some infrastructure challenges, including damaged surfaces, potholes and cobblestones, which made certain parts uncomfortable to cycle on. These conditions may be especially difficult for less confident cyclists, older users or people using shared e-bikes for the first time.

The route seems to be used mainly for recreational purposes by active citizens and tourists.



*Participants on the Tiber riverbank cycling tour using Dott e-bikes, with Castel Sant'Angelo in the background.*

## Route 2 — Vatican Area Cycling Tour

Shared e-bikes · Lime · Vatican area, Rome

The cycling site visit to the Vatican focused on the cycle paths and routes in and around Rome and the Vatican. For this, the group used Lime's shared bikes via their own account. It was interesting to see how an account works and how easy it is to use a Lime shared bike. The bikes themselves display the rules applicable in the city, the battery status, and whether the bike is currently in a parking zone or not.



Left: Lime e-bike display showing battery status and parking zone. Right: road rules displayed on the bike.

As can be seen in the photos, the cycle paths were excellent, even up steep hills, across long bridges and through tunnels. At junctions too, the cycle paths were most of the time clearly marked with red markings and, in some places, by a zebra crossing. The signage was also well maintained in many places.



*Cycling infrastructure encountered during the Vatican tour: a tunnel and a clearly marked junction.*

On Google Maps, Rome, like other major cities in Europe, has a new cycling option. This provides more detailed information about the cycle route, allowing cyclists to set off with greater confidence. More details are shown regarding elevation changes, stairs are indicated, and the type of road you will be cycling on is specified. In addition, the use of green instead of blue in the route indicates that cyclists have a dedicated cycle path, such as the cycle path along the River Tiber.



*Google Maps cycling option showing dedicated cycle paths in green along the River Tiber.*

Finally, a word of criticism regarding the cycle paths in Rome. Much of the network is excellent, but in some places the cycle path simply ends and it is unclear where cyclists are supposed to ride. Sometimes it was just lying on the pavement, and sometimes the cyclist has to figure out for themselves where it belongs.



*Examples of cycle path discontinuities observed during the Vatican tour.*

## Route 3 — Colosseum Area Walking Tour

*Walking · GRAB project · Colosseo metro station · Rome city centre*

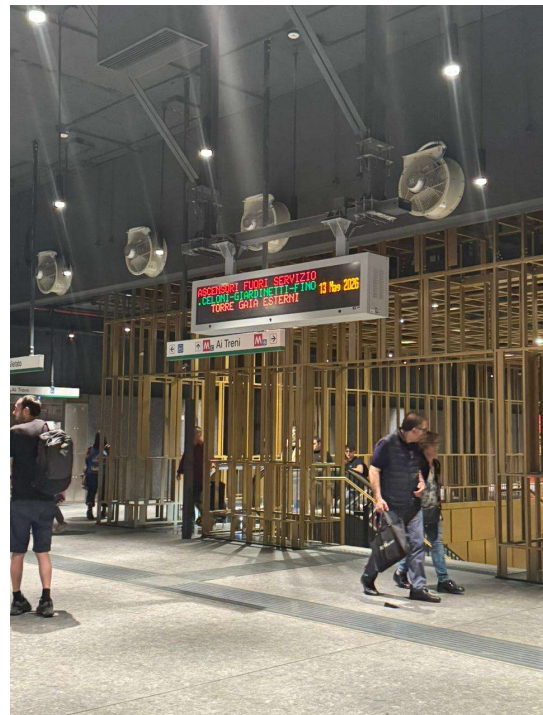
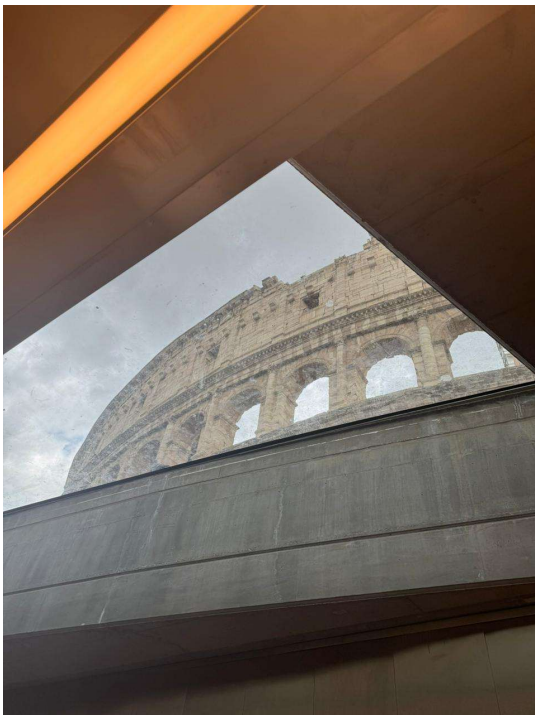
The site visit to the centre of Rome focused on the development of micromobility infrastructure, with particular attention to the GRAB project, which aims to create a continuous circular network for cycling across the city. This route of about 50 kilometres connects major historical landmarks such as the Colosseum and Circus Maximus with green spaces and outer districts, offering a coherent alternative to fragmented cycle paths and supporting both daily travel and leisure use.

A key observation was the reconfiguration of public space to prioritise pedestrians and cyclists. Along Via di San Gregorio, road space has been significantly reduced and replaced with a linear garden and dedicated areas for active travel, improving safety, accessibility and environmental quality. This intervention also demonstrates how mobility changes can enhance the experience of Rome's historical areas.

The GRAB route is closely linked with wider urban regeneration through the CArMe project, which seeks to create a continuous pedestrian and cultural corridor across the historic centre. Together, these initiatives shift the focus from car use to people-oriented spaces and better access.

The new Colosseo station on Metro Line C further strengthens this approach by improving connections between cycling and public transport. Located along a key segment of the circular route, it provides a direct interchange with Line B and integrates archaeological elements into its design, contributing both to mobility efficiency and cultural value.

Overall, the visit highlights Rome's effort to create a connected and sustainable mobility system centred on a continuous micromobility loop, integrated with public transport and city improvement.



*Left: view of the Colosseum from the new Colosseo Metro Line C station. Right: the station interior with connections to Metro Line B.*



*Left: dedicated cycling infrastructure near the Colosseum (GRAB route). Right: participants walking along Via di San Gregorio.*



*An electric golf cart and an ATAC tram sharing the road near the Colosseum — a snapshot of Rome's mixed mobility landscape.*