CLAIMS

1 – Tyre (1) for a vehicle of the rapid transit type, comprising a radial carcass reinforcement (2), said tyre comprising a crown reinforcement (5), comprising two working crown layers (51, 52) with metal reinforcing elements that are crossed from one layer to the next, making angles of between 10° and 45° with the circumferential direction, said angles being oriented on either side of the circumferential direction, the crown reinforcement (5) being capped radially by a tread (6) having at least one circumferential cut (10), said tread being joined to two beads (3) via two sidewalls, **characterized in that** the crown reinforcement comprises at least one layer of metal circumferential reinforcing elements (53) radially on the outside of the two working layers, **in that** the two working crown layers and said at least one layer of circumferential reinforcing elements are the only layers present to make up the crown reinforcement across the entire axial width of the crown reinforcement, and **in that**, in a meridian plane, the distance D between the radially innermost point of the circumferential cut axially the closest to the equatorial plane and a point on the outer surface of said at least one layer of circumferential reinforcing elements is less than 5 mm, said distance D being measured along the direction of the orthogonal projection (9) of the radially innermost point (8) of the circumferential cut (10) axially the closest to the equatorial plane (XX') onto the radially outer surface of said at least one layer of circumferential reinforcing elements (53).

2 - Tyre (1) according to Claim 1, **characterized in that** the cut (10) axially the closest to the equatorial plane is a circumferential groove.

3 - Tyre (1) according to Claims 1 or 2, **characterized in that** the reinforcing elements of the working crown layers (51, 52) are inextensible.

4 - Tyre (1) according to one of Claims 1 to 3, **characterized in that** the reinforcing elements of said at least one layer of circumferential reinforcing elements (53) are metal reinforcing elements having a secant modulus at 0.7% elongation of between 10 and 120 GPa and a maximum tangent modulus of less than 150 GPa.

5 - Tyre (1) according to Claim 4, **characterized in that** the angle formed by the reinforcing elements of the working crown layers (51, 52) with the circumferential direction is less than 30° and preferably less than 25°.