

Active Mobility

Specific Challenge

Active mobility is regular physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other vehicles which require physical effort to get moving. It does not include walking, cycling or other physical activity that is undertaken for recreation purposes. There are both individual and public health benefits of active mobility, primarily through the direct impacts of physical activity, but also indirectly through reduced air pollution and noise pollution if active mobility modes increase due to a shift from non-active modes. Active mobility modes include walking, cycling, pedal-assisted e-bikes, kick-scooter, and skateboards but not mopeds, electric bikes with no pedal-assist or electric scooters. As well as the considerable health benefits, active mobility modes also provide benefits in terms of reducing the amount of space used (compared to cars), freeing up space in public transport, and reducing CO₂ emissions.

Because of the wide variety of benefits associated with active mobility, many cities want to increase levels of active mobility, and in some cases high levels of active mobility (e.g. cyclists) require new solutions to support crowding/congestion of cycling infrastructure and still ensure high quality of life and good use of public space. Supporting modal shift to active mobility requires a range of different measures, not least the (re-)allocation of space in urban areas to allow for safe solutions for these modes, for travel and parking when required. There are however many barriers to achieving increased active mobility, not least that decades of car-centric planning have created organisational and cultural barriers to prioritise active mobility in many European cities.

Expected outcomes & impacts

The expected outcome would be higher levels of use of active mobility in target demo cities. The solution(s) would be safe, inclusive, and environmentally sustainable. There would be a notable modal shift in city partners from private motorised vehicles to active mobility showing a creased in noise and air pollution. Solution(s) would provide opportunities for direct and indirect business growth, skills acquisition, and job creation. The social impact would be healthier, cleaner transport with lower incidence of accidents and higher safety levels when using active mobility. Environmental impacts are reduced greenhouse gas emissions, better use of public spaces and more liveable urban areas.



Examples

Some examples of specific topics that can be addressed include:

- Implementation or improvement of (e)-bike sharing (private, free floating, station-based, peer-to-peer private and public).
- Demonstration of innovative design and infrastructure measures, ensuring direct and continuous infrastructure connections, reconfigurable street set-ups, kerb-design, separation from motorised vehicle traffic, adequate signalisation, lighting, and parking.
- Demonstration of solutions to increase safe active mobility for vulnerable groups, for example senior citizens.
- Implementation of mobility management measures, data monitoring for modal shift from privately owned motorised vehicles to active mobility.
- Demonstration of motor-assistance solutions for active mobility in hilly cities.
- Building of prototypes of active mobility innovation products/design, suitable business models, including last-mile active logistics solutions.
- Creation of mid-/long-distance walking infrastructure both within denser urban areas and connecting denser urban areas to peripheral city areas.

