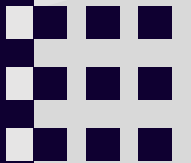


# Active Mobility: Transforming our Cities and Towns with Sustainable Urban Mobility Planning Approach

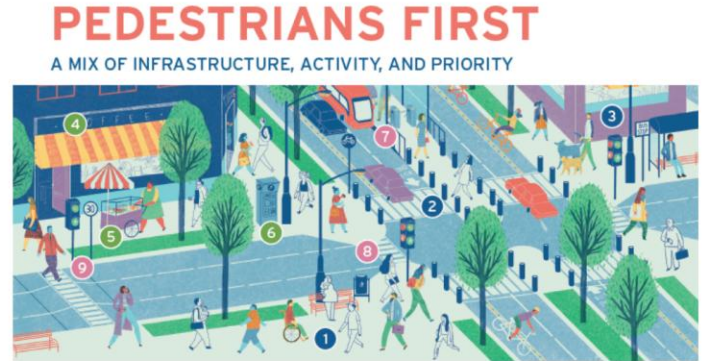
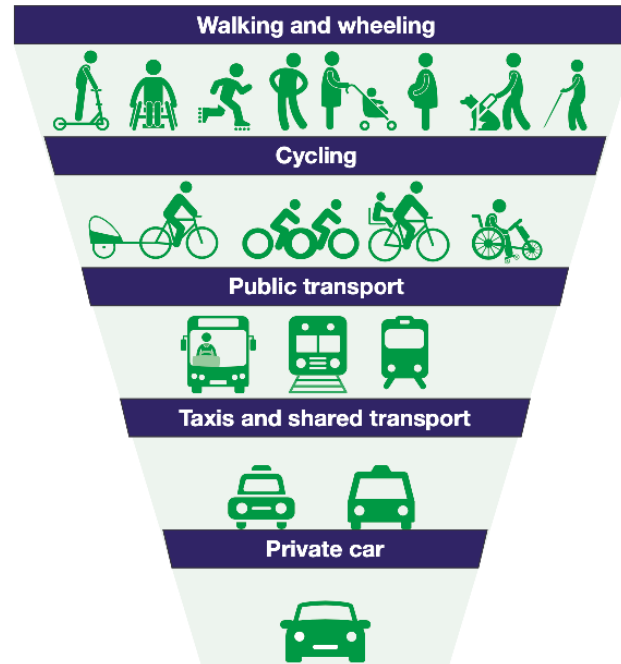
UBC TALKS about monitoring and evaluation for sustainable urban mobility planning

Tuesday 7th, October  
Morgane Juliat, Consultant, Rupprecht Consult



# Active Mobility: Transforming Cities and Towns

- Walking and cycling as **core pillars** of sustainable urban mobility
- Building **people-centred, liveable, and resilient** cities
- Focus of this presentation: **Integrating active mobility into Sustainable Urban Mobility Plans (SUMPs)**



INFRASTRUCTURE	ACTIVITY	PRIORITY
ENSURE A PHYSICAL SPACE AND DESIGN THAT PROMOTES WALKING	BRING PEOPLE AND ACTIVITIES CLOSE ENOUGH TO WALK IN SAFE AND LIVELY ENVIRONMENTS	GIVE PREFERENCE TO WALKING, CYCLING, AND TRANSIT OVER PRIVATE CARS
<ol style="list-style-type: none"> <li>Sidewalks are sufficiently wide, in good condition, clean, unobstructed, and protected</li> <li>Crosswalks are accessible for all pedestrians, safe to cross, and sufficiently wide</li> <li>Signals give priority to pedestrians to cross first and limit wait time, while ensuring enough time for all to cross</li> </ol>	<ol style="list-style-type: none"> <li>A mix of activities and services activate the street from morning to night, making it safer and more interesting to walk</li> <li>Street vendors and sidewalk amenities such as seating, shade, lighting and garbage bins attract more users and animate the sidewalks</li> <li>On-street parking that is well-managed and well-priced can calm traffic while creating a buffer between moving vehicles and the pedestrian realm</li> </ol>	<ol style="list-style-type: none"> <li>Transit, such as bike share, bus, BRT, and rail, are reachable by foot</li> <li>Small street widths are easier to cross</li> <li>Slower speeds for traffic, by both design and enforced speed limits, make safer and more enjoyable walking environments</li> </ol>

FOR MORE INFORMATION, CHECK OUT **PEDESTRIANS FIRST: TOOLS FOR A WALKABLE CITY** AT [WWW.ITDP.ORG/WALK](http://WWW.ITDP.ORG/WALK)

Source: <https://www.transport.gov.scot/publication/mobility-and-access-committee-for-scotland-annual-report-2021-2022/responding-to-the-climate-emergency/>, <https://itdp.org/wp-content/uploads/2019/06/Pedestrians-First-e1566580551134.png>

# Definitions & Why it Matters



- **Active mobility:** human-powered movement: walking and cycling
- Inherently **sustainable and space-efficient**
- Delivers substantial co-benefits: **public health, social cohesion, and environmental quality**

*“Cycling must be treated as a fully-fledged mode of transport.” - Jill Warren (former CEO of ECF)*

# Walking and Cycling: A means to an end

- Cycling and walking are **means to achieve sustainable access**, not an end in itself
- Requires integration with land-use, public transport, and safety measures
- Stand-alone cycling and walking initiatives risk limited impact without system-level coherence

## Where we are in Europe?

- Walking and cycling remain **underrepresented** in planning and investment
- Often combined under a **single measure**, diluting focus
- Over **50% of pedestrian measures** are also classified as cycling measures in the Climate City Contracts



Source: Pixabay

# Exemplary measures but not yet typical

- **Superblocks:** neighbourhood-scale reallocation of street space
  - Examples: Barcelona, Vitoria-Gasteiz, Oslo, etc.
- **School Streets:** timed or permanent vehicle restrictions to protect children
  - Examples: Paris, Bolzano, etc
- **Cycle Corridors:** continuous, protected, and direct routes
  - Examples: Amsterdam, Utrecht
- **Urban Vehicle Access Regulations (UVARs):** freeing space for active modes
  - Examples: Siena, Trondheim



Superblock, Vitoria-Gasteiz (ReVeAL project)



Paris, School streets (Paris Municipality)



Cycle corridors, Amsterdam

UVAR, London



Sources: Cycling in the Netherlands: top tips & locations - Holland.com, ReVeALing-the-implementation-of-Vehicle-Access-Regulations-Final-Version.pdf

# Common Pitfalls

- **Insufficient reallocation** of public space and safety deficits
- **Weak connectivity** with **public transport** and **peri-urban** areas
- **Design inconsistencies:** narrow pavements, obstructed or misdesigned cycle lanes, gaps in cycling network
- **Barriers:** weather, theft, and inadequate end-of-trip facilities (public restrooms, sitting facilities, lockers, secured parking, charging infrastructure)



Source: A look at some of the worst bike lanes on the planet | Momentum Mag

# SUMP as an opportunity

- SUMP provide a **strategic framework** to embed active mobility
- Define **measurable targets**, allocate **budgets**, and ensure **accountability** and **integration** with other modes
- Encourage **participatory planning** with residents, schools, and employers



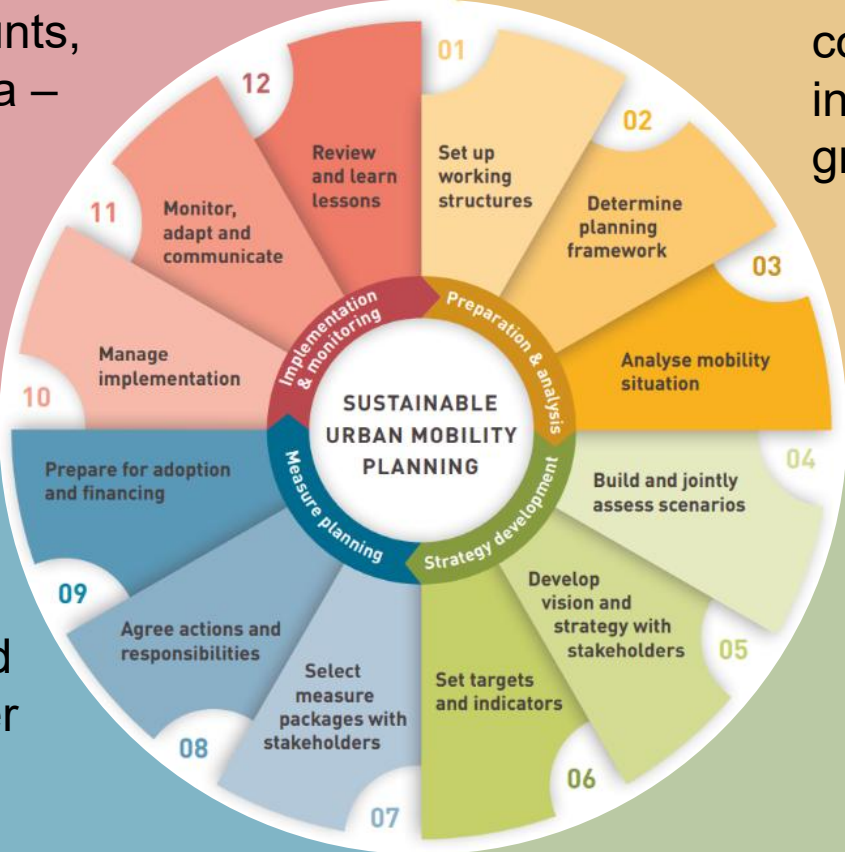
Bologna SUMP & Cycling Plan



# Key Levers across the SUMP cycle

**Monitoring:** track progress via counts, perception surveys, and safety data – and involve key stakeholders

**Diagnosis:** analyse travel patterns, conflicts, and accessibility gaps – include stakeholders and vulnerable groups



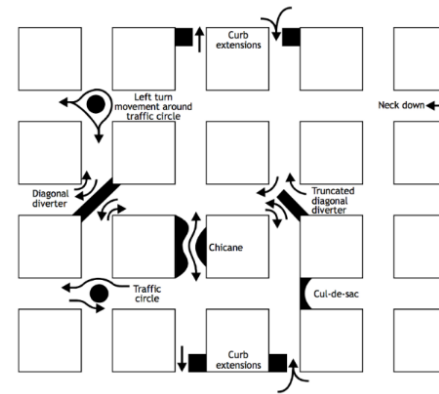
**Implementation:** ensure interdepartmental coordination and maintenance, integration with other modes, communication and awareness campaigns

**Strategy :** define common visions, integrate cycling and walking in scenario buildings, identify indicators

# Plan and design measures for safety and inclusion

- **Reallocate street space** for safe, accessible walking and cycling
- **Design 30 km/h streets structurally**, not through signage alone
- **Ensure inclusivity**: cargo bikes, tricycles, and adaptive cycles
- **Prioritise** walking and cycling at intersections and signals
- **Align traffic light** cycles to support smooth active mobility flow
- Apply **universal design principles**: accessibility for all users

Streetscape Guidance, Fourth Edition,  
2022, Revision 2



# Integrate with public transport and multimodal hubs

- Enable **seamless first/last-mile connections**
- Develop **mobility hubs** combining PT, cycling, and shared mobility
- Provide **secure parking, lockers, and e-bike charging** at destinations



Source: Cyclists Love Trains 2025 Report.pdf

# Overcoming Barriers and Building Acceptance

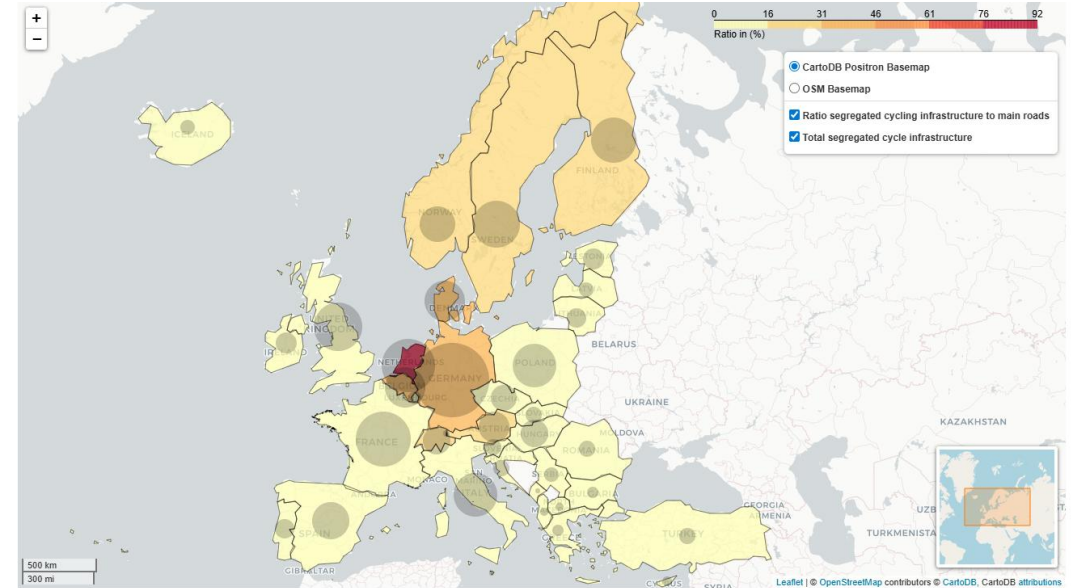
- Address **theft** and **safety** concerns through secure infrastructure
- Maintain year-round **accessibility** (snow, rain, lighting)
- **Communicate** benefits **positively, proactively** and **transparently**
- Partner with **schools, companies, and communities**



Sources: ¿Salir de noche y ser víctima? El dilema de las mujeres latinoamericanas. – Moviliblog, Welcome to Cycling in Cambridge (Newsletter #134, 2017) – Cambridge Cycling Campaign, Erfahrungen der Pedibus-Linien - VCS Pedibus

# Monitoring, Evaluation and Continuous Improvement

- Conduct **before/after assessments** (counts, safety, emissions)
- Gather **qualitative data**: perceptions, satisfaction, equity impacts
- Use **transparent reporting** tools and dashboards
- **Adapt and refine** interventions **iteratively**



## RESULTS



Ratio of segregated cycling infrastructure to main roads



Ratio of extended cycling infrastructure to public roads



Ratio of cycle tracks to main roads (plus information on surfaces)



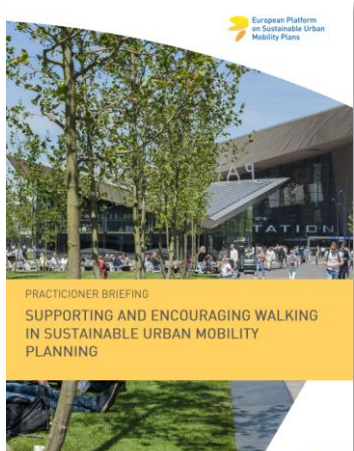
Availability of additional data



Ratio of contraflow cycling

Source: Ratio of segregated cycling infrastructure to main roads - ECF

# Going Further



**SUMP Practitioners Briefing on Walking**



**EUI Policy Lab on Active Mobility and EU City Lab on the 28-29 October**

## **EGUM Subgroup - Implementation of the European Declaration on Cycling (Working Group)**

A COMPREHENSIVE FRAMEWORK FOR SUPPORTING AND ENCOURAGING WALKING.



**Walk21 - 8 Steps for success**

**SUMP Topic Guide on Cycling ( to be published by end of the year)**

**Walk21, IPF, ECF publications**

Thank you

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