



22nd International Conference on Urban Planning and Regional
Development in the Information Society, Vienna
12 – 14 September 2017

REAL CORP 2017

Active mobility – the new health trend in smart cities, or even more?



Sandra WEGENER, Elisabeth Raser, Mailin Gaupp-Berghausen (BOKU)
on behalf of the PASTA* consortium



This project has received funding from the European Union's Seventh Framework Programme for research; technological development and demonstration under grant agreement no 602624-2.



PHYSICAL ACTIVITY THROUGH
SUSTAINABLE TRANSPORT APPROACHES

AGENDA

- **Active mobility for healthy and livable cities ...**
- **Transport & Health: Benefit or harm?**
- **PASTA approach**
- **Active mobility measures in PASTA cities**
- **Perspective of stakeholders: Strategies, challenges and barriers promoting active transport**

Foto: wien.gv.at_Kromus/PID





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Healthy and liveable cities through active mobility



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Health through physical activity

- **Physical inactivity** is one of the leading risk factors for death worldwide
- **WHO** recommends 150 minutes of physical activity per week (moderate)

Only 1/3 of the European population is estimated to meet the minimum recommended levels of physical activity



Foto: DPA



Nation.lk



Physical activity through active mobility

- On average we spend **80 minutes per day** travelling
- Approx. **50% of all trips** are **shorter than 5 km**

- ▶ **High potential for active mobility (walking, cycling, PT)**



Transport & Health: Benefit or harm?

www.urbanscooters.com



www.thelambertfirm.com

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Humancyclist.wordpress.com



Transport-related health effects*

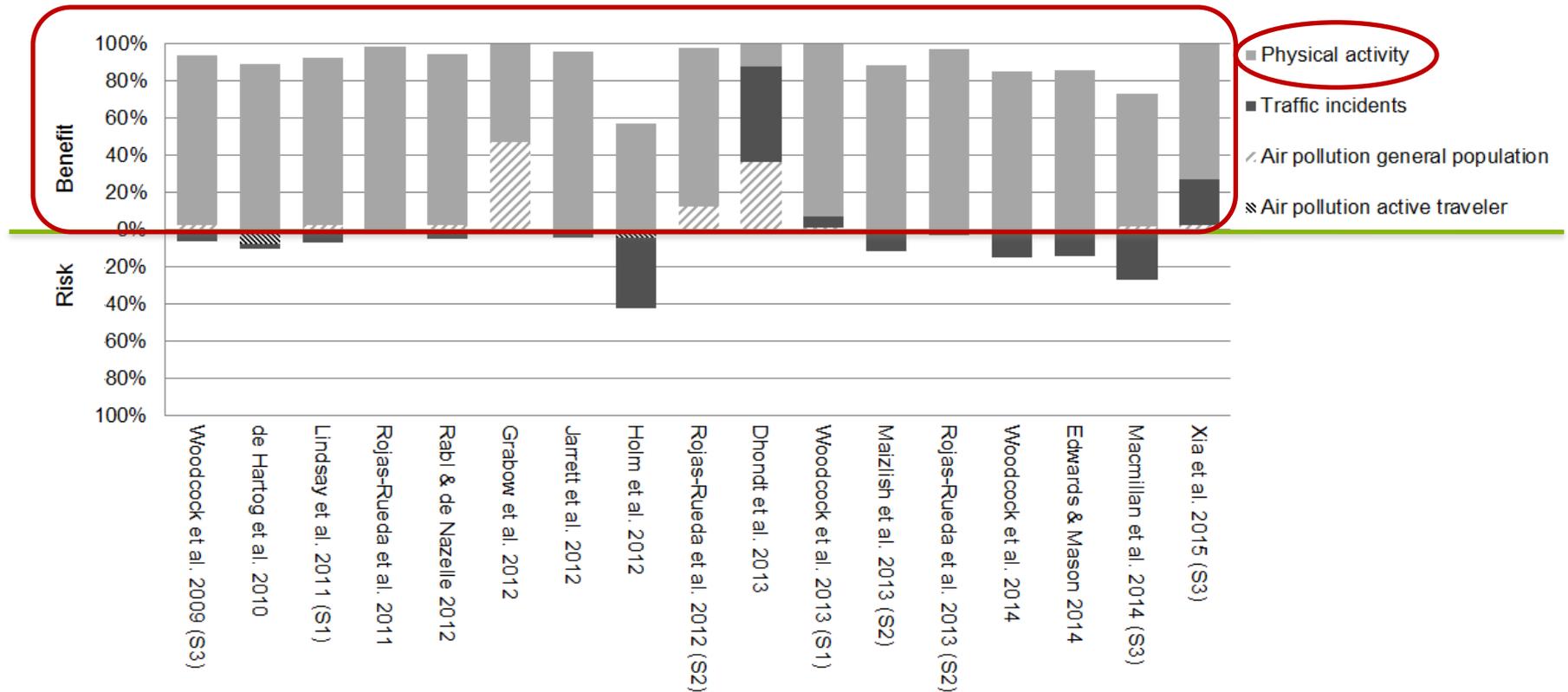
Physical activity > possible negative effects of air pollution

Physical activity > risk of road traffic injuries

* Cavill N., Kahlmeier S., Rutter H., Racioppi F., Oja P. (2008). Methodological Guidance on the economic appraisal of health effects related to walking and cycling: Summary. Economic assessment of transport infrastructure and policies. WHO



Estimated health impact of a mode shift to active modes



MUELLER et al. 2015. Health impact assessment of active transportation: A systematic review. *Prev Med*, 76, 103-14.

Car drivers are 4 kg heavier than cyclists

THIS ONE RUNS ON FAT
AND SAVES YOU MONEY...



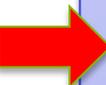
THIS ONE RUNS ON MONEY
AND MAKES YOU FAT



Cofounders: age, gender, city, HH income, education level, day of moderate leisure activity etc.

PASTA approach: Transport & health research

7 Case Study Cities



Workshops & Interviews

Key stakeholders
from cities:
transport & health

Policies, strategies,
challenges, barriers,
factors of success

Longitudinal survey

General public
(2,000 each city)

Evaluation of top
measures.
Mobility diary, physical
activity, accidents,
air pollution.

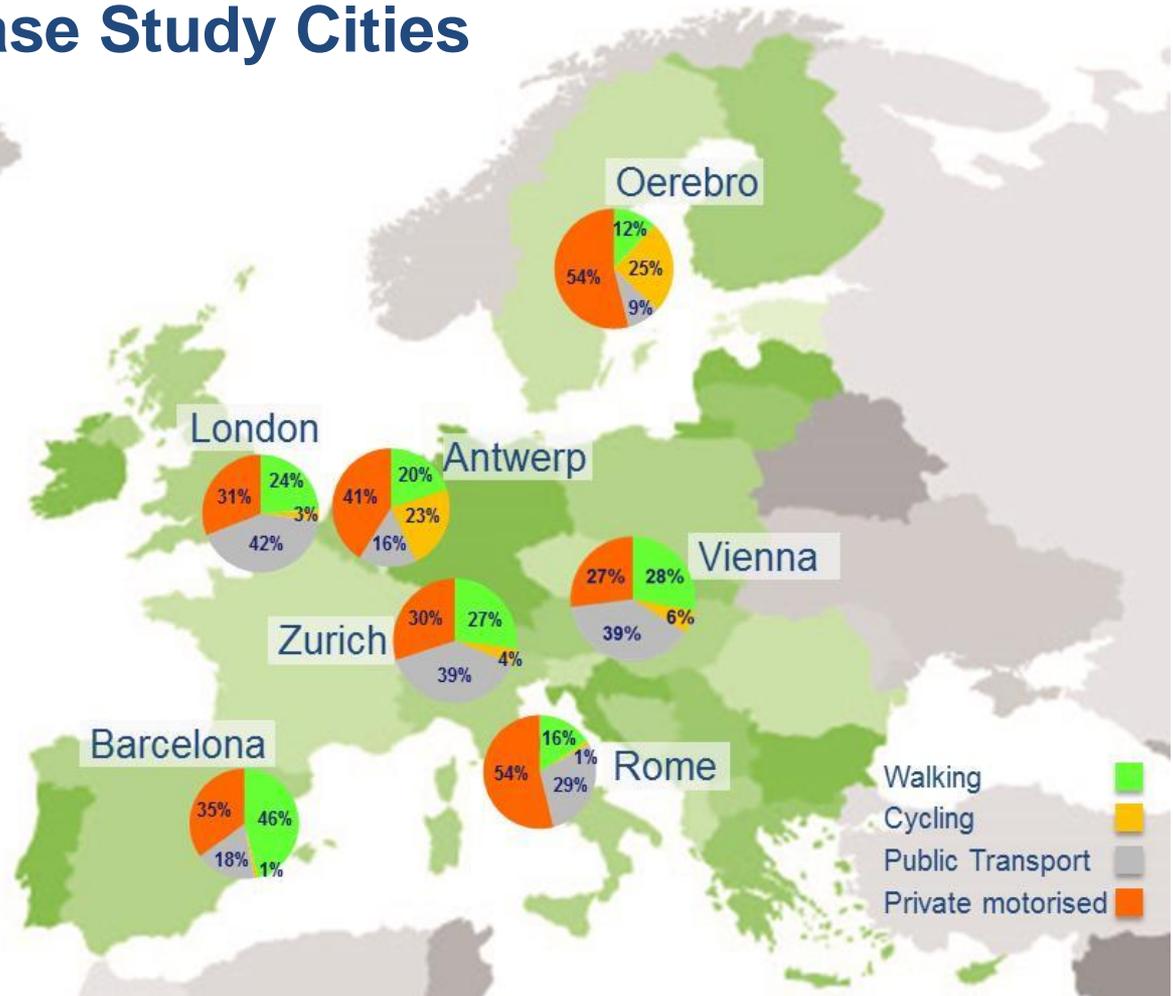
Good practice examples & Improved HEAT

Outcome for the cities
(politicians, planners,
stakeholders)

Seven European Case Study Cities

Modal Split

1. Vienna
2. Zurich
3. Antwerp
4. Barcelona
5. Oerebro
6. Rome
7. London
(Borough of Newham)



Workshops (7) and interviews with stakeholders



Photos: PASTA consortium

Active Mobility Measures in PASTA CSCs

“There isn’t one specific policy, rather there are a suite of policies. The evidence tells us that there are activities, which can influence the take up of active travel. These include: The need to promote a sense of safety and security; building cycling infrastructure (dedicated routes) and traffic calming measures.”

(London, stakeholder)

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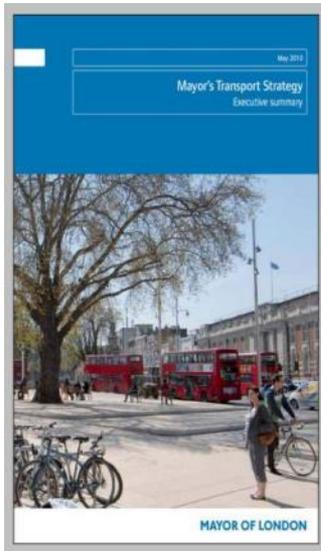


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Strategies and policies

“However, having a strategic policy is still no guarantee for reaching the targets, when implementation fails e.g. due to changes in politics or lacking budget”

(Stakeholder, PASTA workshop)



Infrastructure / physical environment





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Social environment

“The perception of cycling needs to change, people need to observe cycle commuting in a positive way, current perceptions of cycling is often negative.”

(London, stakeholder)



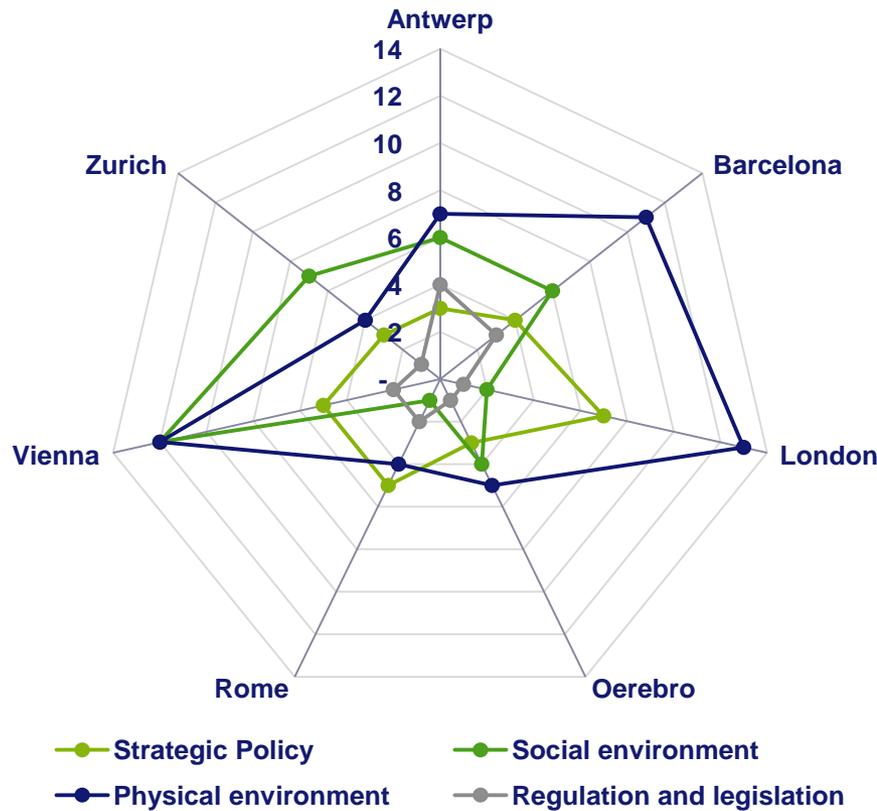
Regulation and legislation

“One of the measures with greater impact is to make it difficult for cars to enter the city. The cities were planned for cars in the past. We need cities to be planned with the pedestrians as the main driver.”

(Barcelona, stakeholder)



Measures promoting active mobility



n = 138

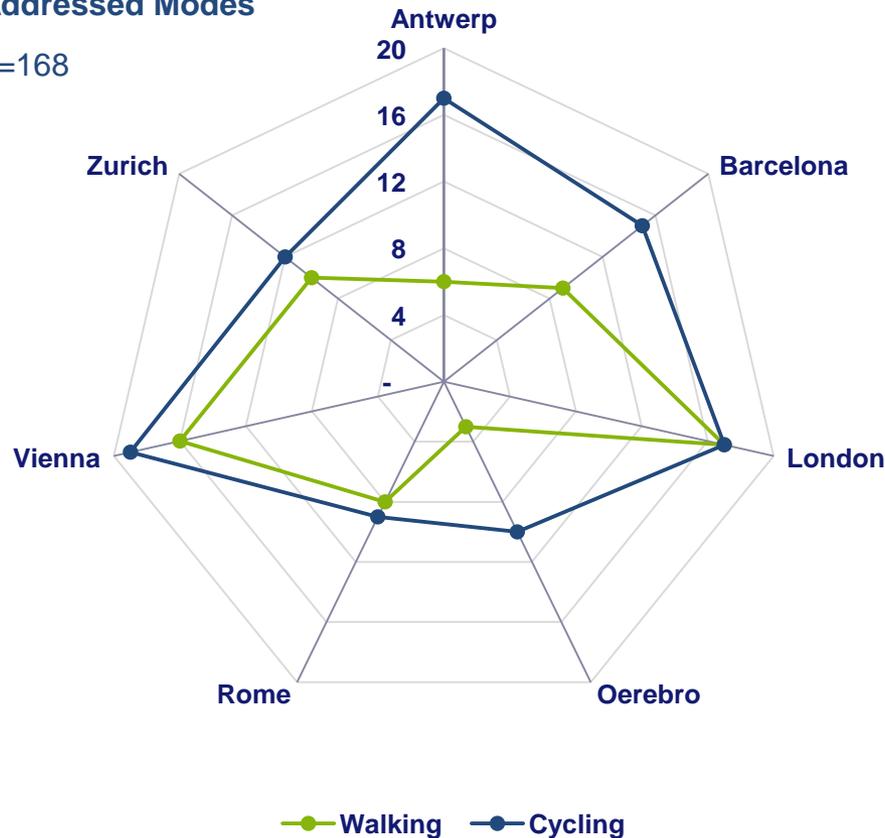


Photos: PASTA consortium

AM measures according to initiating sector

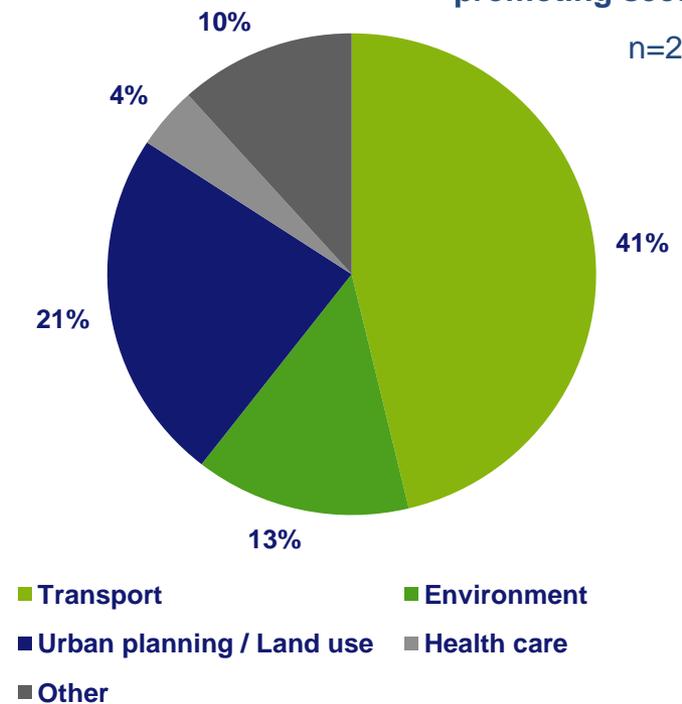
Addressed Modes

n=168



Initiating and promoting sector

n=297



Barriers & challenges in cities

- Missing political will (and budget)
 - Walking and cycling policies vs. policies favoring car traffic (more space for pedestrians and cyclists claimed)
- Missing collaborations ('passive system')
- 'Non-cycling culture' – lack of public awareness and communication
- 'Health in transport policies' ... to link transport and health on the policy level
- Etc.



Enabling factors

- Enable active mobility by a suitable and safe environment;
- Better infrastructure and more space for cyclists and pedestrians (pedestrian zones, cycling network etc.);
- Dense and high quality neighborhoods;
- Reduction of motorized traffic;
- Awareness and knowledge of the benefits of AM for health;
- Focus urban planning on creating livable spaces.





To link Transport & Health by ...

- making health a key driver in transport planning and decision making,
- including health arguments explicitly in urban policy plans,
- implementation of HEAT in the decision making process,
- idea of 'Health in all policies',
- thinking and acting cross-sectoral,
- structured and regular exchange among the policy fields,
- support health literacy among the citizens etc.





“Health is seen as having impact of the transport system, however most people don’t understand that to make the population healthy, active travel must be embedded in everyday life.” (London, stakeholder)

“On a strategic level the association between health, transport and environment are recognized and also represented in the relevant strategic documents. However, it is not always fully reflected in the daily business.” (Zurich, stakeholder)

“There is a general awareness,... but there is still a long way to go in the transport world to change the culture to ensure that health is considered as a key driver in planning and delivery.” (London, stakeholder)





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HEAT - Health economic assessment tool for walking and cycling*

*If x people cycle a **distance of y kilometres** on most days, what is the economic value of the health benefits that occur as a result of the **reduction in mortality** due to their physical activity?*

www.heatwalkingcycling.org

* Cavill N., Kahlmeier S., Rutter H., Racioppi F., Oja P. (2008). Methodological Guidance on the economic appraisal of health effects related to walking and cycling: Summary. Economic assessment of transport infrastructure and policies. WHO





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“To overcome these barriers, a multi-agency approach is required which includes transport, health, design and law enforcement. A sharing of knowledge is required within a framework of partnership working.” (London, Stakeholder)



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Information and contact



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www.umweltbundesamt.de/en/icc2017





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Thanks for your attention!

Sandra Wegener Dipl.-Ing. Dr.
Institute for Transport Studies
University of Natural Resources and Life Sciences, Vienna (BOKU)
A-1190 Vienna, Peter-Jordan-Straße 82
Tel. +43-1 / 47654-85613 Fax +43-1 / 47654-85609
sandra.wegener@boku.ac.at teampasta@boku.ac.at



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