

HEALTHY MOBILITY



A NEW APPROACH TO URBAN SPACE ENVIRONMENTS

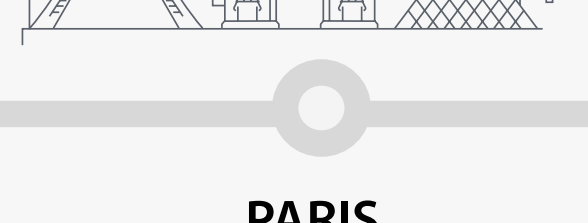


Across Europe, from East to West, North to South, mayors and local decision-makers have initiated measures to make cities more sustainable and climate-friendly. There is a wealth of good practice available on these efforts which will also strengthen the health and well-being of people.



BARCELONA SUPER BLOCK (*SUPERILLA*)

The Urban Mobility Plan aims to give the city back to people, make it greener and reduce the level of air pollution. Superblocks (in Catalan, *superilla*) are small areas consisting of 9 buildings where pedestrian and bicycle traffic has priority. Most parking lots have been moved to garages or spaces underground, and instead, residents can take full advantage of the public areas where trees have been planted and benches placed. Vehicle traffic is allowed for suppliers and residents, but limited to a speed of 10 km/h.



PARIS 15-MINUTE CITY

A 15-minute city is a concept assuming that meeting the most important daily needs of people (housing, work, shopping, care, education, entertainment and rest) is possible within a maximum of a 15-minute bike ride or walk. Paris has been the frontrunner in this concept on healthy mobility.



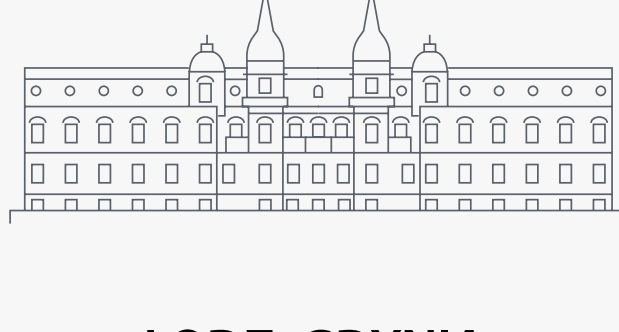
BERLIN BERLIN MOBILITY ACT

The focal point of this concept is to ensure that residents can reach their destination comfortably, safely, reliably and with minimal environmental and climate impact. Importantly, Berlin plans to achieve climate neutrality for car traffic by 2024. Another goal of the changes is complete elimination of serious and fatal road accidents, improvements for cyclists and changes increasing the safety and comfort of pedestrians, such as: longer green light, more benches and crossings for pedestrians, safe roads to schools for children, lower curbs, better protection of construction sites where pedestrians move, and greater sanctions for poor parking or dangerous driving.



HELSINKI THE PRINCIPLE OF TRANSPORT PLANNING

The principle of transport planning is based on a hierarchy of importance - it puts pedestrians and cyclists first, then public transport, suppliers, and lastly, passengers of cars. The planning principle is consistent with the objectives of the regional plan to improve the transport system in Helsinki: it relieves traffic jams, reduces emissions, and improves air quality.



LODZ, GDYNIA WOONERF

Woonerf combines the transportation function (promenade, street, car park) with a meeting place for residents, while maintaining aesthetic values and a high level of security. The elements of the woonerf are a visible entrance, architectural barriers that slow down traffic, greenery and small architecture (benches, flower pots, stands).

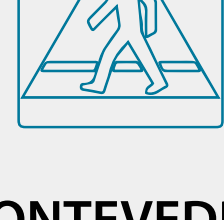


EUROPEAN CITIES CAR-FREE DAY

The Car-Free Day, established on 22nd September at the initiative of the European Commission, ends the annual European Mobility Week. The aim of the event is to shape patterns of pro-ecological behaviour, encourage active mobility and promote public transport. On this day, cities have the opportunity to present how the street space could be used if there were no cars on it. Examples include street picnics organized in Vienna, car traffic closure in central streets in Karlskrona and Gdańsk. Another attraction is also free public transport in many cities.

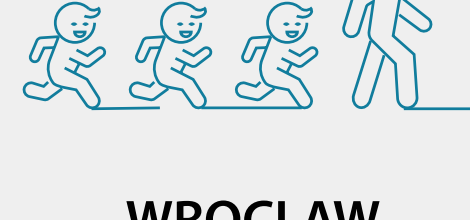


WALKING



PONTEVEDRA CREATING URBAN SPACE FOR PEDESTRIANS

People walking is prioritised and car traffic in the city center is restricted.



WROCLAW WALKING BUS

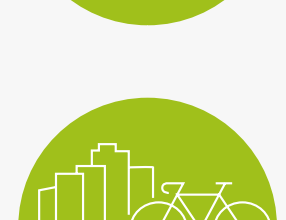
A group of children walking to and from school under the care of a minimum of two adults.



CYCLING

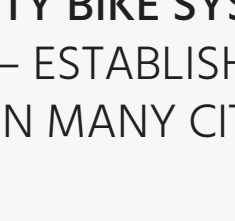
A CAMPAIGN PROMOTING CYCLING

- GDANSK



CARGO BIKE RENTAL

- CRACOW, LUBLIN, GDYNIA



BIKE RENTAL CITY BIKE SYSTEM

- ESTABLISHED IN MANY CITIES



CYCLING EXAM TAKEN IN A REGULAR ROAD TRAFFIC CONDITIONS

- UTRECHT, LUBLIN

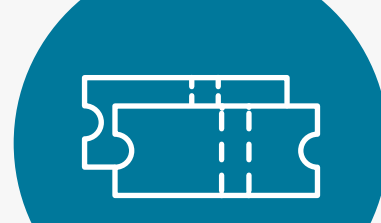


CYCLING SUPERHIGHWAYS

- MANY CITIES



PUBLIC TRANSPORT



Free public transport

- Tallin, numerous Polish towns



Affordable ticket price

- Vienna



Public transport adapted to people with special needs

- Prague



MUNICIPAL GREENERY



Pedestrian space

- Katowice

Pedestrian space from one to three parking slots, consisting of seats and greenery.



Urban greenery - reclamation of post-industrial area

- Tarnowskie Gory

The park consists of alleys and infrastructure for walkers, an observation tower, a fountain, a concert shell, a pitch.

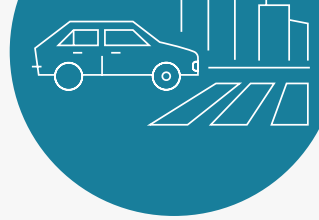


Pocket parks

- Cracow

Small lawns accessible to the public, allowing contact with nature, sometimes connected with playgrounds.

SAFETY



VISION ZERO

- JAWORZNO

The basic principle of this approach is the belief that no death or serious damage to health in road traffic is ethically acceptable. In addition, it assumes that people have the right to make mistakes (be distracted, tired), but it is the safe road infrastructure that should ensure comfortable and safe movement for users.



30 KM/H ZONE

- RELAXED TRAFFIC

- KATOWICE, GDANSK, POZNAN

Introducing the 30 km/h speed limit in cities has a huge benefit for health and safety. Slow-moving cars emit less fumes and noise, allow for safe movement of non-motorised traffic users, and in the event of a collision or accident, the speed of 30 km/h gives the driver control over the vehicle and consequently reduces the serious consequences of the incident.

RECOMMENDATIONS FOR LOCAL AUTHORITIES



Conduct a health impact analysis to identify how current modes of mobility and infrastructure affect health, then identify changes in mobility habits and infrastructure that will bring the greatest health benefits for residents.



Healthy mobility solutions should be a priority in urban planning and budget planning. Prioritise walking and cycling.



Set up a sustainable mobility plan with realistic and clear deadlines.



At every stage, involve residents in planning and implementing solutions, use participatory tools.



Involve health experts in planning and giving opinions.



source: "Zdrowa mobilność. Jak lepszy transport może poprawić zdrowie mieszkańców? Praktyczny poradnik", HEAL 2022

infographic: Polska Grupa Infograficzna (Infograficy.pl)

HEAL gratefully acknowledges the financial support of the European Union (EU) and the European Climate Foundation (ECF) for the production of this infographic. The responsibility for the content lies with the authors and the views expressed in this publication do not necessarily reflect the views of the EU institutions and funders. The European Climate, Infrastructure and Environment Executive Agency (CINEA) and the funders are not responsible for any use that may be made of the information contained in this publication.

HEAL EU transparency register number: 00723343929-96