



Global Forum for Road Traffic Safety (WP.1)



ITEM 5 (C) OF THE PROVISIONAL AGENDA

CONSOLIDATED RESOLUTION ON ROAD TRAFFIC (R.E.1): PERSONAL MOBILITY DEVICES  
AND OTHER DEVICES FACILITATING SUSTAINABLE AND INCLUSIVE

MOBILITY

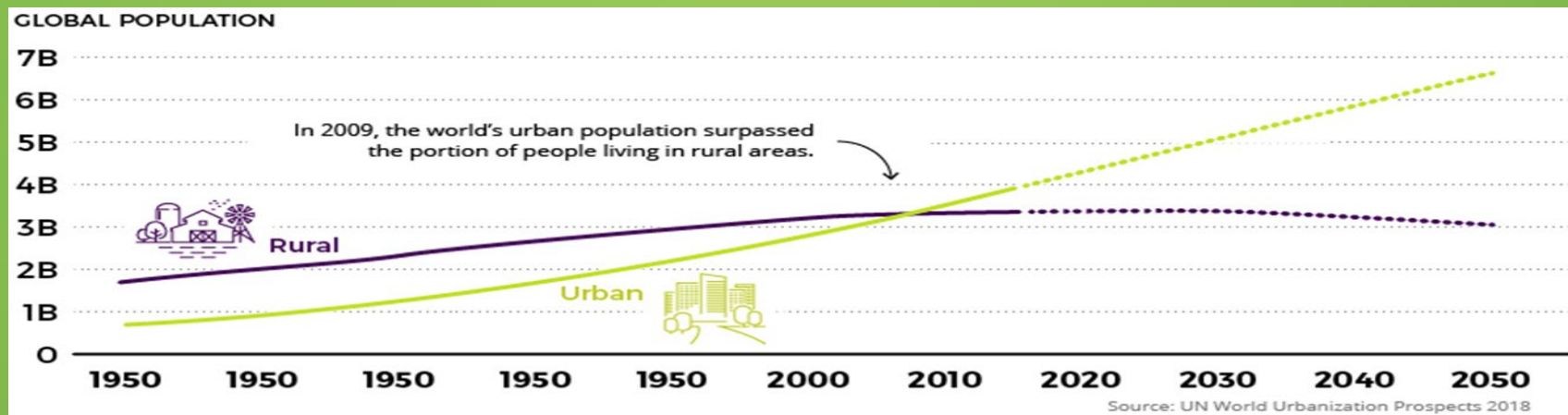
WP1\_83RD SESSION\_CHAIR L IORIO

22/09/2021

- THE NEW URBANISM –TOWARD AN ARCHITECTURE OF COMMUNITY

- “The costs, problems and realities of urban sprawl are everywhere. What has worked for the past 40 years can not be sustained or expanded further. New Urbanism, dynamic new planning and design concepts, is beginning to provide some hope that past mistakes of urban development need not be repeated. There is a broad and growing trend toward the restoration of community and a preservation of environmental resources. Almost a nostalgic return to smaller and more intimate neighborhoods, new urbanism integrates housing, shops, workplaces, parks and civic facilities into close-knit communities. Walkways, public places and parks are central to the planning”. ( Credit Prof Peter Katz)





- The concept of New Urbanism matches the ideological architectural approach of walkability /Sustainability / Quality of Life “15-mins walk to the city”, mentioned in the Inf 5 ( 82<sup>nd</sup> Session , March 2021) .
- To this end, new inspirational way of considering urban space, remodeling the use of traditional neighborhood structure, new eco friendly planning and people – oriented policies will facilitate walking access to essential shops, green spaces, and intermodal transport options, including cyclist lanes, and pedestrian zones.
- Personal mobility devices may be a perfect fit in the new urbanism, filling a mobility gap with a soft and sustainable alternative and linking transport hubs and neighborhood spokes, with beneficial influence on travel time, cost, and environmental care.
- Still , they have been wildly deployed in the urban dwelling, without proper multi- perspective address ( regulatory, educational, societal awareness, proper lay out) , ending up, more often than not , to cause more harm than the expected advantage. **Something to work on, at domestic and international level.**



- But innovative mobility policies need to be well grounded in a cohesive approach with regulatory aspects , so to offer a proper long term and safe shift to a more sustainable way of living.
- The transformation from traditional to sustainable systems requires interdisciplinary knowledge of the re-design, construction, operation and maintenance of the built environment.
- Sustainable cities, urban sustainability, or eco-city (also ecocity) is a city designed with consideration for social, economic, environmental impact



- The vision of how to contribute to shape a safe urban traffic environment should look far ahead, beyond the case of Personal Mobility Devices
- The expected new urban layout and way of living and moving should be coupled with the potentiality technology could offer.
- For example the outbreak of COVID-19, has proved that a resilient community would have benefitted by delivery robot delivering daily necessities and medical supplies to hospitals and residential compounds for both medical personnel and customers in order to remain safe and healthy
- Remote communities and rural areas would in future benefit of drones delivering parcels and supply , as alternative to regular conventional delivery



- In the light of the SDG, we are called to consider mobility policies and supportive technology as enabling “governance tools” to accomplish the SDG
- Principles of safety, sustainability, diversity and inclusion, as well as equity.
- Accessibility, inclusivity, equity as vital elements of mobility: accessible to all (including passengers with reduced mobility), inclusive – reaching out unprivileged social belts or areas, and equitable, meaning it is available to all irrespective of a traveler's demographic.