

## ACTIVE MOBILITY AND COVID-19: the individual perspective

- Provides access while maintaining physical distance;
- Helps meeting minimum requirements for daily physical activity;
- Highly **feasible** (more than 50% of car trips are shorter than 5 km)
- Helps reducing the need for private motorized
  transportation as an alternative to public transport

http://www.euro.who.int/en/health-topics/health-emergencies/coronavirus-covid-19/novel-coronavirus-2019-ncov-technical-guidance-OLD/coronavirus-disease-covid-19-outbreak-technical-guidance-europe-OLD/moving-around-during-the-covid-19-outbreak



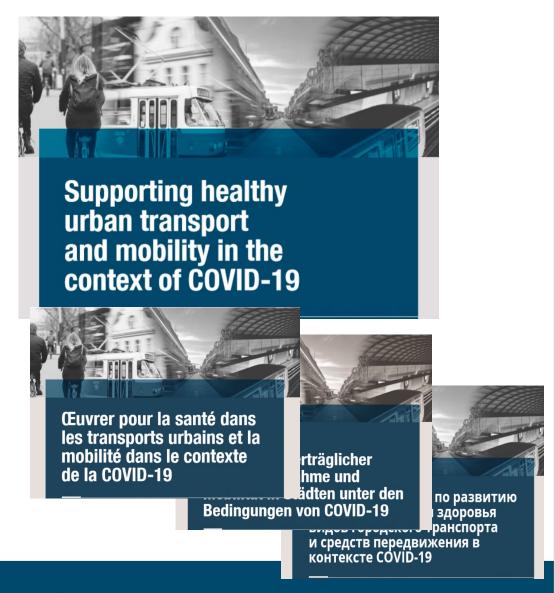






## ACTIVE MOBILITY AND COVID-19: the societal perspective

- Strengthening urban resilience, notably by reducing pressure **on public transport**. Needs to be supported by:
  - Interventions to provide safe infrastructure;
  - Policies and financial instruments to facilitate sustainable mobility and teleworking;
  - Flexible entry and exit timetables to reduce "peak hours" occupancy of public transport
  - Home deliveries
  - Access to services, goods and amenities "in proximity"
  - Achieving environmental objectives
    - Air quality, noise, climate change, land consumption, public space use, congestion, urban deterioration
  - Quality of urban life
  - Intergenerational solidarity





Transport, Health and Environment Pan-European Programme



