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ANNUAL CONFERENCE

26-27 November 2025
Royal Jaarbeurs | Utrecht, Netherlands

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Sustainable Urban Mobility Plans and active mobility: an assessment through the lens of justice

📅 Thursday, 27 November 2025

🕒 14:30 - 16:00

SESSION 2G

INTERSECTIONALITY: MOBILITY FOR AND
BY WHOM?

SPEAKERS

Aida Shaneh, Politecnico di Torino

Elisabetta Vitale Brovarone, Politecnico di Torino

Francesca Blanc, LINKS Foundation – *Speaker*

Giulia Melis, LINKS Foundation

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JUST STREETS

MOBILITY JUSTICE FOR ALL:
FRAMING SAFER, HEALTHIER
AND HAPPIER STREETS.



Bavaria

INDAGAZIONE
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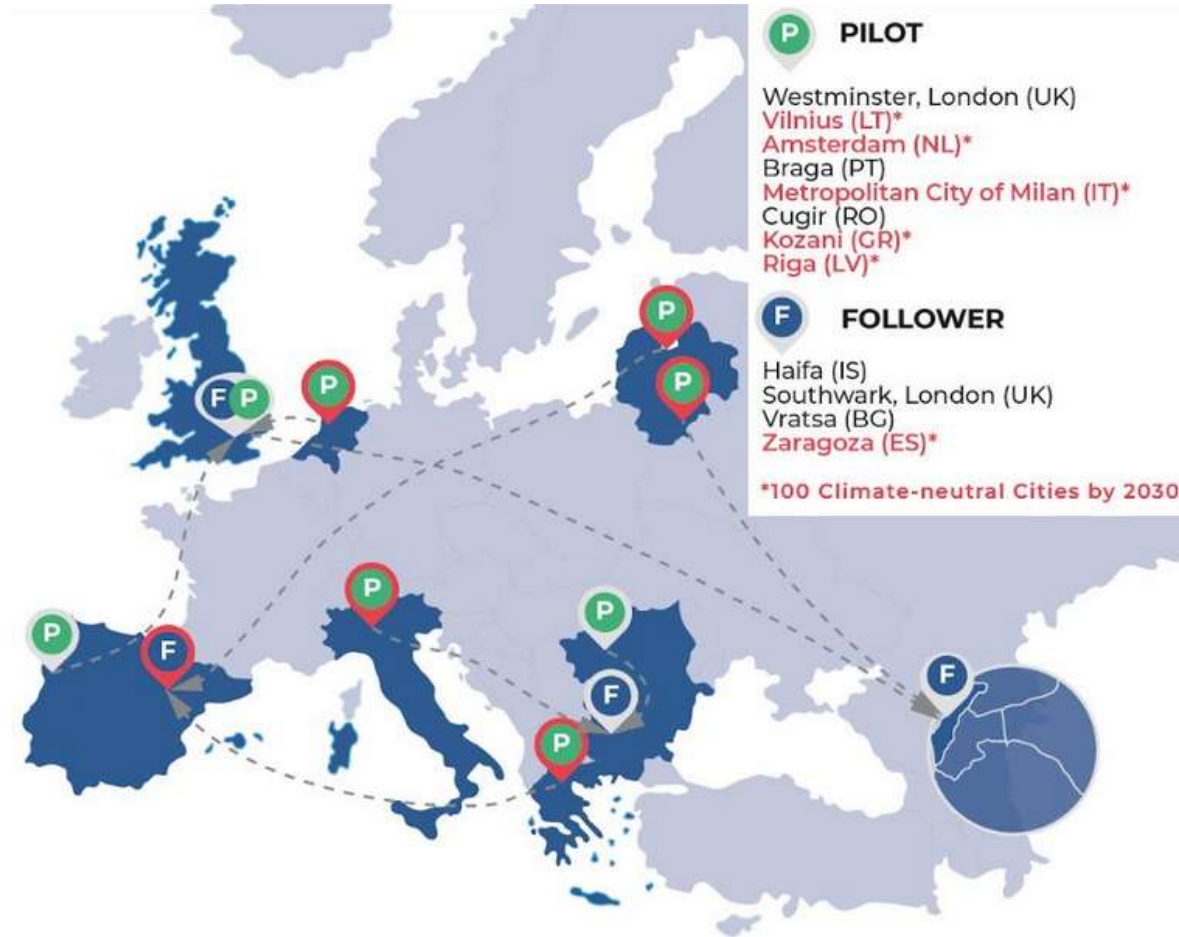
JUST STREETS

MOBILITY JUSTICE FOR ALL:
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MAIN OBJECTIVE

Supporting cities in promoting, improving, and implementing just, equal and active mobility, aimed at encouraging transformative urban planning solutions with complementary behavioural changes.





Primary research objective

To explore how **active mobility** is addressed in Sustainable Urban Mobility Plans (**SUMPs**) through the **lens of justice**, focusing on how **fairly walking and cycling are prioritised, resources allocated, and people included in planning across eight European cities***.

*Cities:
Amsterdam
Braga
Cugir
Kozani
London - Westminster
Metropolitan City of Milan
Riga
Vilnius

Active mobility and SUMPs

Active mobility refers to human-powered forms of transport, such as **walking, cycling**, running, scooting, and wheelchair use, that rely on physical exertion and contribute directly to **movement**, supporting **sustainability, accessibility, and social equity** in urban environments.

SUMPs are **strategic planning tools** designed to shift urban mobility **from car-centric to people-centred, low-emission, and equitable systems**.

EU core objectives of SUMPs

- Accessibility and quality of life
- Environmental sustainability
- Social equity and inclusion
- Health and safety
- Integrated governance

Source: Sheller (2018); Rietveld (2001); Cook., et al (2022); Gössling (2016); Pereira & Schwanen & Banister (2017)

Mobility justice

Mobility justice is a multidimensional framework that examines the capability of individuals to move, and it is shaped by social, political, economic, and historical structures. It integrates concerns about equity, accessibility, participation, recognition, and sustainability.



WHO CAN MOVE



WHERE



HOW



UNDER WHAT CONDITION

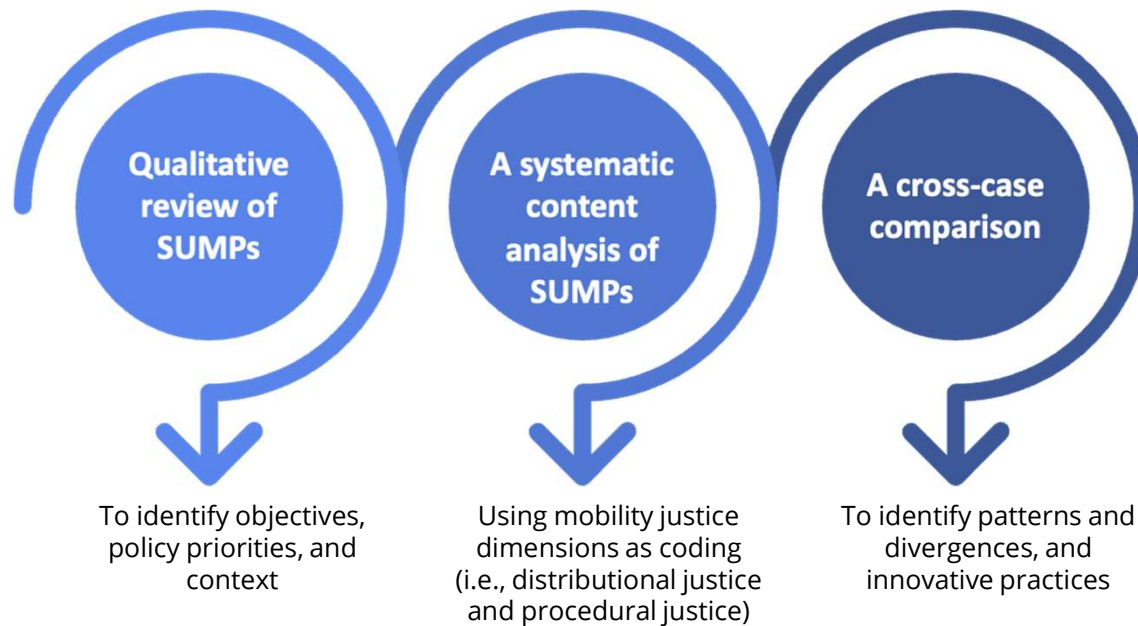
Mobility justice framework: key dimensions



Source: Sheller (2018); Gössling (2016); Pereira & Schwanen & Banister (2017)

Source: Author's elaboration based on Delivering justice in sustainability transitions (EEA, 2024)

Research design and methodology



Outcome

Actionable policy recommendations for just, inclusive, participatory, and low-carbon urban mobility systems

Comparative analysis

SUMPs objectives and active mobility strategies

01	Amsterdam (NE) 2013	Cost-efficient and space-saving transport modes
02	Braga (PT) 2019	Promote soft modes and intermodality
03	Cugir (RO) 2023	Accessible, safe, and sustainable transport
04	Kozani (GR) 2020	Shift from cars to active/shared modes
05	Westminster (UK) 2017/2014	Lead in walking and cycling
06	Metropolitan City of Milan (IT) 2021	Meet urban and metropolitan mobility demands
07	Riga (LV) 2020	People-focused, inclusive and sustainable mobility system
08	Vilnius (LT) 2018	Modal shift and support climate neutrality

								
01	✓	✓	⚠	✓	✗	✗	✗	✓
02	✓	✓	✓	✓	✓	⚠	✗	✓
03	✓	✓	⚠	✓	✓	✓	✗	✗
04	✓	✓	⚠	✓	✓	✓	✗	✓
05	✓	✓	✓	✓	✓	✓	✓	✓
06	✓	✓	✓	✓	✓	✓	✗	✓
07	✓	✓	✓	✓	✓	✓	✓	✓
08	✓	✓	✓	✓	⚠	✓	✓	✓

	Pedestrian Infrastructure		Urban design
	Cycling Infrastructure		Mentioned
	Intermodality		Partially mentioned/ not a primary focus
	Parking micromobility facilities		Not mentioned
	School mobility and safety		
	Accessibility and inclusion		
	Awareness and campaigns		

Comparative analysis

Fair allocation of spaces and resources through the lens of distributive and procedural justice

1. Amsterdam

Strong cycling focus, investment focus on pedestrian, dynamic participation

2. Braga

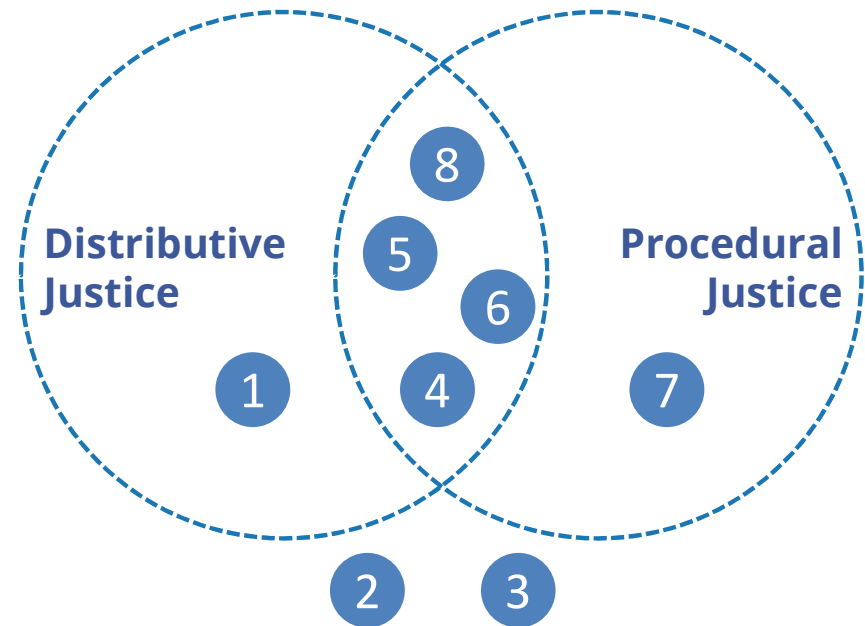
Inclusive infrastructure (central + peripheral areas), Governance with public, private, institutional actors

3. Cugir

Some investment, but pedestrian network is fragmented, Citizen-led process emerging but still basic

4. Kozani

Focus on vulnerable users, school safety, accessibility, Participatory planning with long-term scenarios



Comparative analysis

Fair allocation of spaces and resources through the lens of distributive and procedural justice

5. Westminster

Invests in infrastructure and behavioural change for equity, broad participation

6. CMM

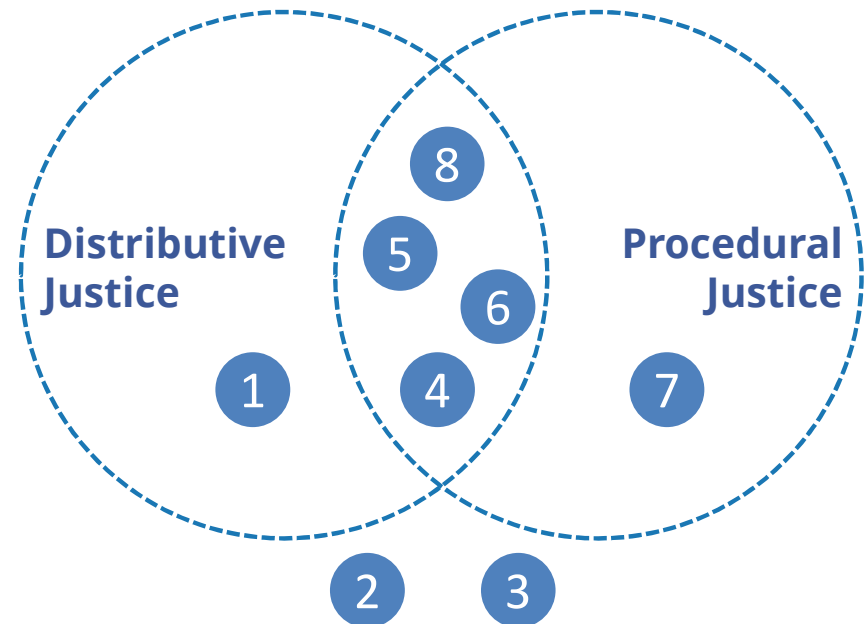
Balanced infrastructure (urban + suburban), Structured multi-level engagement across municipalities

7. Riga

Procedural justice is strong (diverse stakeholder input), Distribution limited by EU-driven funding model

8. Vilnius

Strong equity goals, iterative participation



Conclusion, policy recommendation, and avenues for future research

Conclusion

- Targeted investments for **spatial equity and inclusivity**
- **Cycling-focused mobility** with **overlooked pedestrian infrastructure**
- **Diverse participatory planning** models
- **Normative mobility justice objectives** without accountability

Policy recommendation

- Integrate **justice indicators** in SUMP frameworks to improve equity and policy coherence
- Strengthen **active mobility data**, particularly for walking
- Prioritise **pedestrian strategies**, beyond its current role as a feeder to public transport
- Ensure inclusive **universal design** for all
- Deepen **inclusive participation** for marginalised populations
- Establish **adaptive governance mechanisms**

Research avenues

- From **justice goals** to **user experience**
- **Policy and implementation practices** gap in active mobility strategies
- **Governance and institutional frameworks** for mobility justice



Thank you for your attention!

For more information:

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