



New challenges for sustainable urban mobility

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Editorial

In recent decades, the worldwide community has increasingly recognised the urgent need to address the urban mobility's new challenges, particularly in the context of sustainability and safety. As cities keep on growing and transforming, the demand for innovative solutions to ensure safe, efficient, and environmentally friendly transportation systems has never been greater.

The **Living and Walking in Cities (LWC) Conferences**, held bi-annually, have long served as a platform for researchers, experts, administrators, and practitioners to explore and share new horizons in urban mobility. The theme of the **XXVI edition**, "*New Challenges for Sustainable Urban Mobility*," reflects the need to addressing the complexity of present cities, in the light of a more sustainable future.

Urban mobility is strictly linked to the quality of life in cities, especially when safety and accessibility of the vulnerable road users is at stake. Against the backdrop of the European Sustainable & Smart Mobility Strategy, which sets ambitious targets for the reduction of pollutant emissions and the promotion of sustainable transportation systems, the conference aims to address the multifaceted challenges of urban mobility.

The papers included in this Special Issue offer valuable insights and practical solutions to the various aspects of sustainable urban mobility. From the analysis of transport systems and pedestrian mobility, to the implementation of innovative solutions such as light electric mobility and last-mile freight distribution, the authors shed light on key challenges and opportunities the urban mobility stakeholders are facing, through the means of empirical studies, theoretical frameworks, and case analyses.

The first group of articles addresses the accessibility paradigms and sustainable policies for integrated mobility. For instance, **Morgese et al. (2024)** highlighted the relevance of multimodal bike-public transport trips for sustainable tourism, emphasising the role of cycling indicators in assessing the accessibility of city transport infrastructures. **De Vincentis et al. (2024)** proposed a *zone metric* to evaluate the multimodal and integration options between light electric mobility and public transport. The authors defined a Level of Predisposition then validated in the medium-sized town of Salerno (Italy). **Rossetti et al. (2024)** examined how Sustainable Urban Mobility Plans influence walkability and cyclability. The analysis highlighted recurring factors and implementation gaps between research and practice.

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The second group of articles addressed the topic of re-shaping urban mobility for a green transition. **Mantecchini et al. (2024)** presented a modelling framework for the development of last-mile freight distribution systems based on the use of cargo bikes. **Le Pira et al. (2024)** focused on accessibility challenges in university campuses: the authors assessed student opinions on walking in the campus and identified key criteria for promoting walking “to” and “within” the campus. The results highlighted useful insights for policy-makers and mobility managers to create pedestrian-friendly environments.

The third group of papers investigated methods, approaches, and tools to develop MaaS solutions. For instance, **Caballini et al. (2024)** presented the results of the BIPforMaaS pilot project in the Piedmont Region (Italy), demonstrating the potential of MaaS to integrate multiple mobility services and reduce CO₂ emissions. **Musolino et al. (2024)** analysed the sound methodologies used to design, manage and monitor transport services. The authors built a roadmap by emphasizing limits, barriers, constraints, and opportunities to reach advanced levels of the MaaS. **Tartaglia and Petrozziello (2024)** provided a global analysis of institutional and regional drivers for efficient MaaS implementation, underscoring the impact of policies and planning strategies on mobility platforms' performance.

A final group of studies addressed practical interventions to improve the road safety of pedestrians. **Gitelman and Sharon (2024)** conducted an observational before-after study to explore the zigzag road marking impact on urban pedestrian crossing circumstances. **Calvi et al. (2024)** investigated the distraction effects of digital and voice messaging while approaching pedestrian crossings, highlighting the importance of addressing distraction at driving to enhance road safety. **Baldassa et al. (2024)** presented the results of a Virtual Reality experiment concerning behaviours of young individuals in (i) violating traffic laws and (ii) factors influencing their crossing speed. Finally, **Cohen (2024)** described the survey reports of APPGCW on road justice and response.

The papers contained in this Special Issue offer a comprehensive overview of sustainable urban mobility challenges and opportunities. By fostering interdisciplinary collaboration and knowledge exchange, more inclusive, accessible, and resilient cities may be designed for future generations.

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