Full programme

Abstracts

EN

FR

DE

Session 2

Recreational practices & sustainable mobility

Moderated by
Marlyne Sahakian
Tristan Loloum

sweet swiss energy research for the energy transition

SWICE + LANTERN

Promoting holiday sufficiency through AI and peer interaction: effects on behaviour antecedents

Leonardo Ventimiglia, Francesca Cellina, Linda Soma,
Pasquale Granato, Alessandro Tavoni

10:00 - 10:20

In our high-speed, hyper-mobile society, flying is a normal and desirable practice

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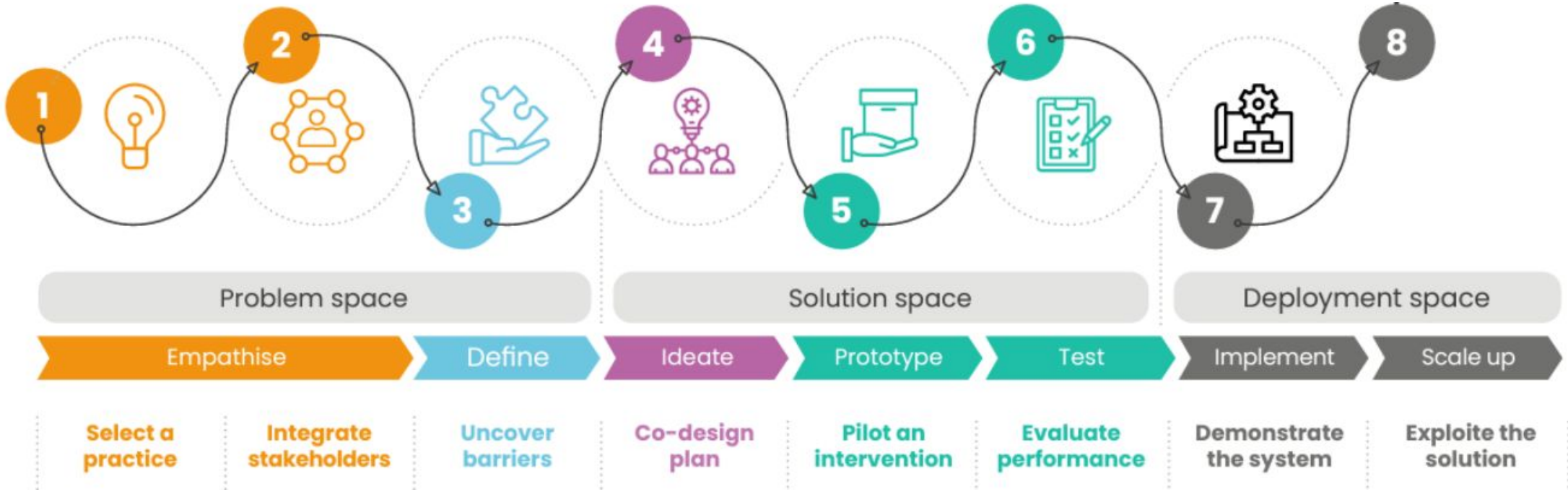
Can digital tools be effective in encouraging *sufficiency in holidays*?

Travel on the ground

Substitute flying-based trips with close to home leisure activities

The Living Lab Integrative Process



1. Futures Wheel workshop with local tourism stakeholders
2. Workshop on use of GenAI (Lugano AI Week)
3. Workshop to identify sufficient holiday destinations
4. Digital tool prototype and three-month pilot test in Lugano (Spring-Summer 2025)
5. Three-month test of improved digital tool in London (Spring-Summer 2026)

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Theoretical framework: the Model of Action Phases (MAP)

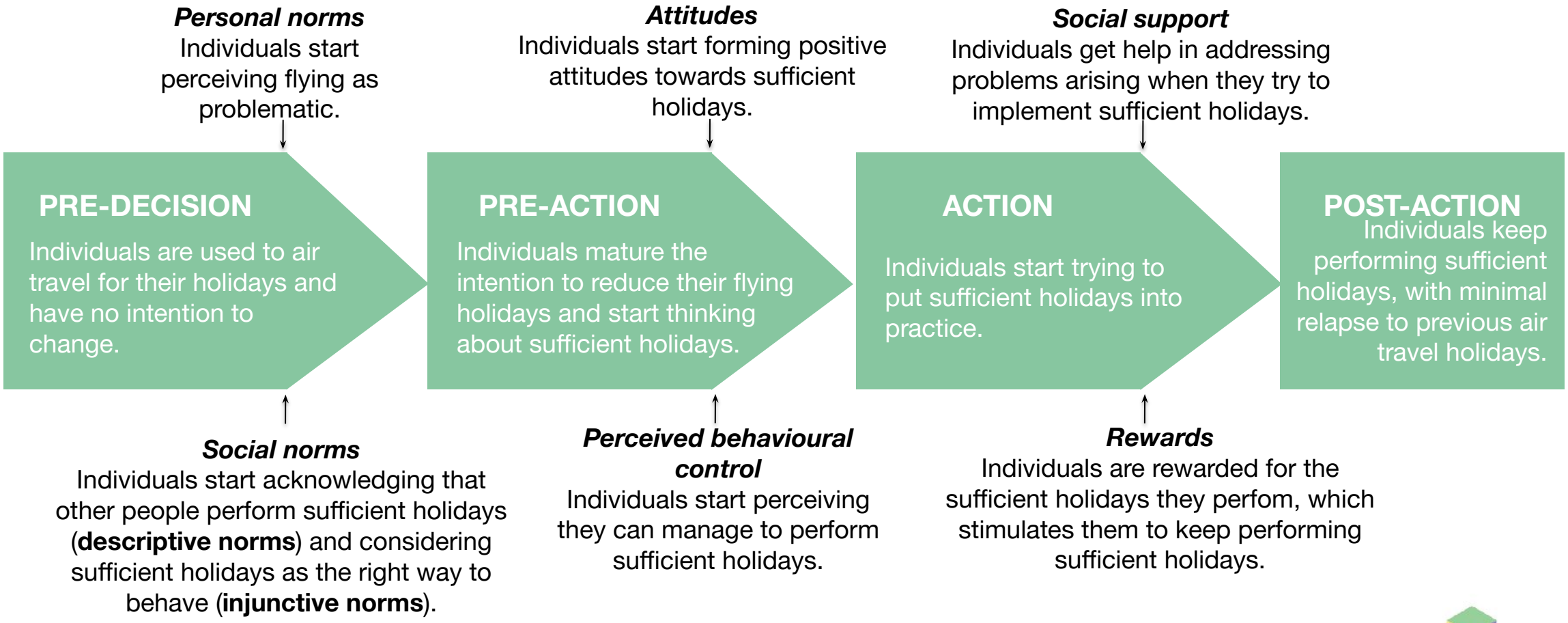

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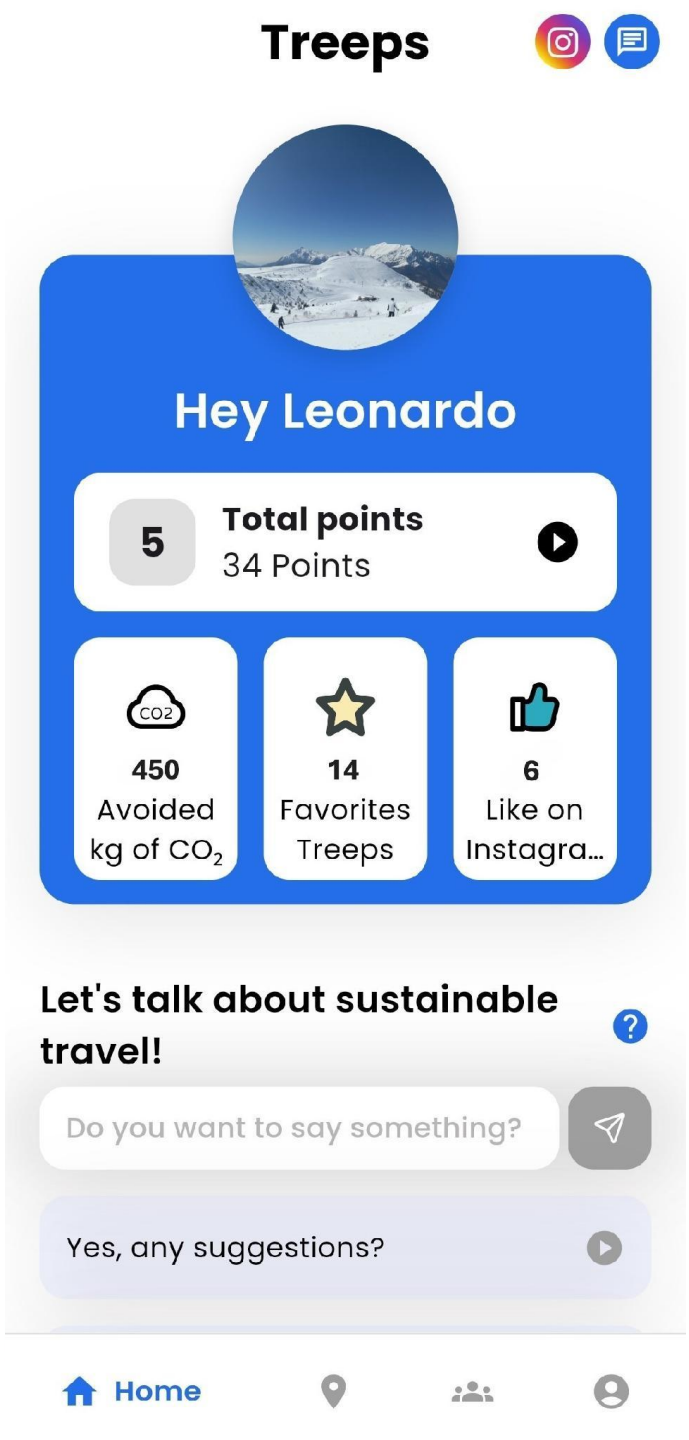
Table 1: The requirements for the features of the digital tool supporting sufficient holidays, by MAP phase and socio-psychological factor triggering phase progress (columns 1-3), and the way they were implemented in Treeps (column 4).

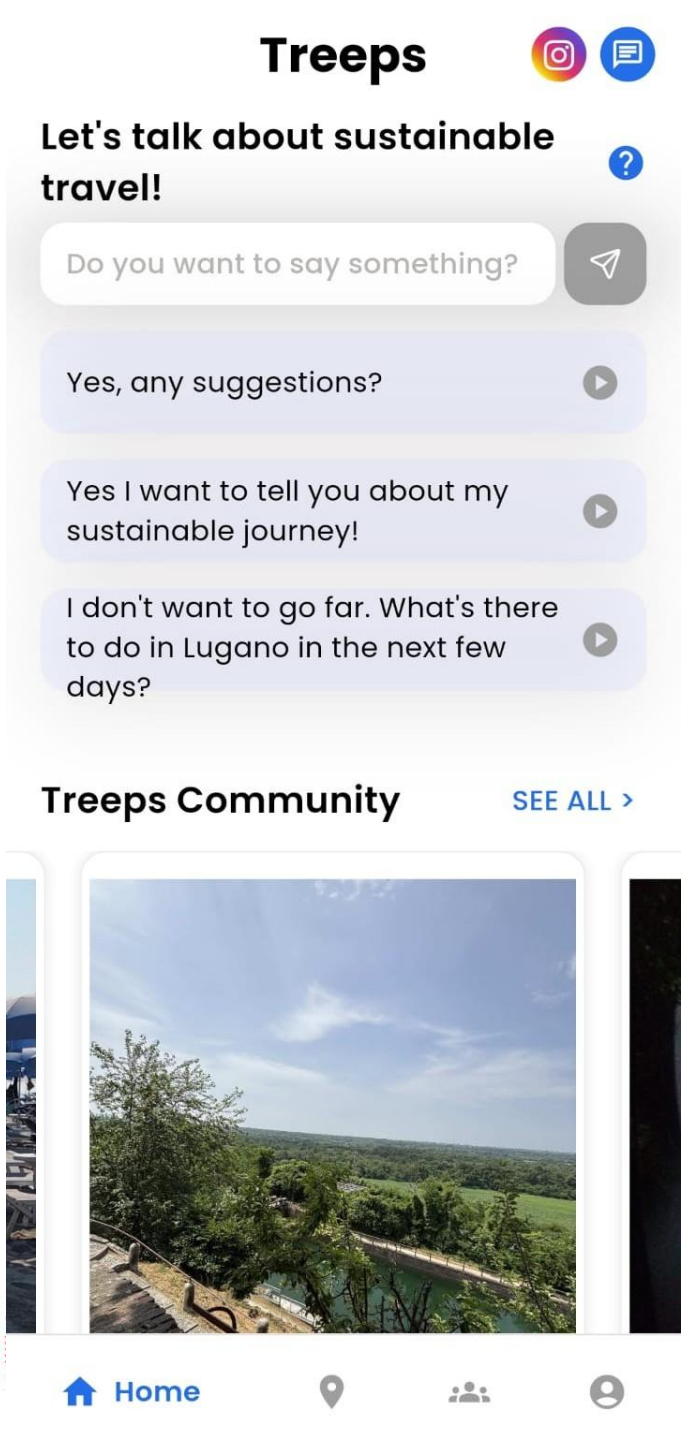
MAP phase	Socio-psychological factor	Requirement for digital tool feature	Treeps feature
Pre-decision	Personal norm	Provide feedback on CO_2 emissions.	Info on CO_2 emissions for suggested destinations and experiences shared by app users.
	Descriptive social norms	Show other people's choices for sufficient holidays.	Posts of the experiences by the users in the home page, in the "Community" section, and on Instagram at Treeps.ch.
	Injunctive social norms	Show that other people believe sufficient holidays are the right choice.	Sentences included in each post of user experiences providing injunctive social norm messages supporting low-carbon transport modes and closer holiday destinations.
Pre-action	Attitudes	Show attractive descriptions and pictures of sufficient holidays.	The Places app section and the posts of the experiences by the users (app home page carousel, Community app section, Treeps.ch on Instagram) are all accompanied by catchy pictures, slogans, and appealing texts.
	Perceived behavioural control	Provide suggestions for sufficient holiday destinations, including how to reach them and where to sleep.	A direct link to public transport schedule and sustainable hotels is proposed for every destination suggested in the Places app section.
Action and Post-action	Rewards	Allow users to "like" the experiences by other app users and provide rewards to those who share their experiences.	Through Instagram, on Treeps.ch, users can like the posts by other users. When they share a post on their experiences, users are rewarded with points.
	Social support	Allow users to share tips on how to implement sufficient holidays and to freely interact between each other, to address challenges around their implementation.	The group chat associated to Treeps.ch allows all Instagram users to freely interact with each other.

The Treeps mobile app



- Suggestion of sufficient holiday destinations (via a ChatBot and a static list)
- Community sharing of sufficient holiday experiences via the app and Instagram
- Feedback on carbon emissions
- Gamification

Key Treeps features

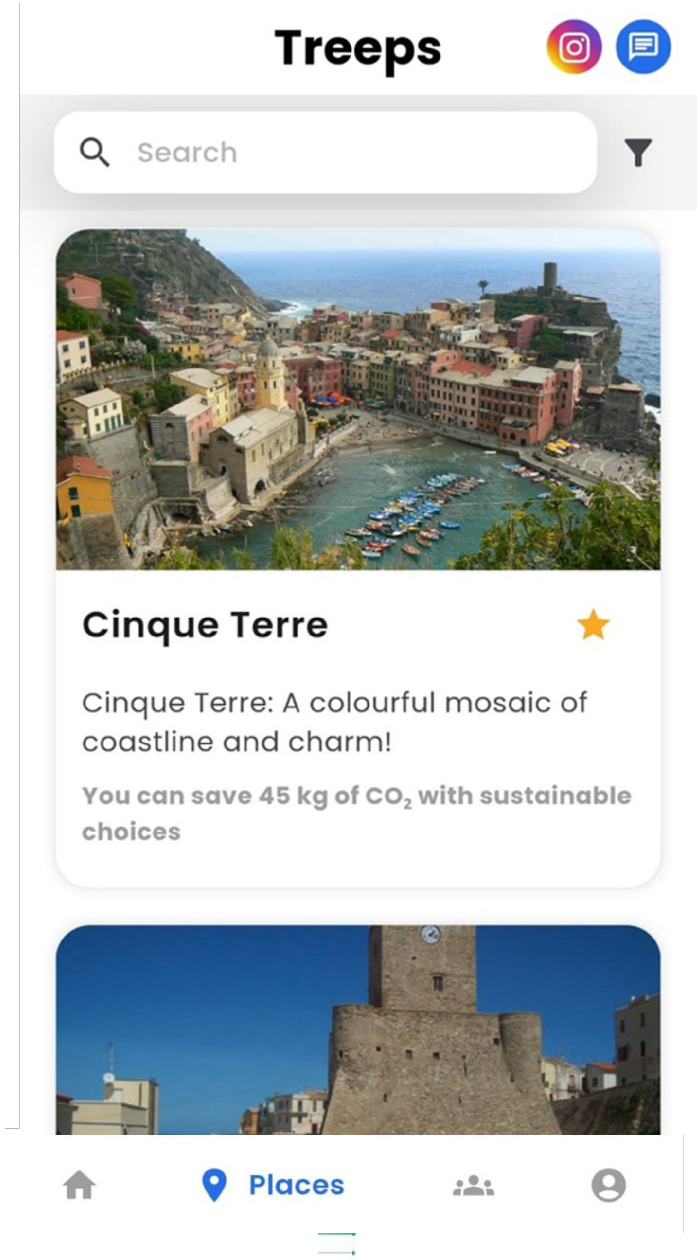


A ChatBot helps to

raise engagement in the users

and maintain it over time

Key Treeps features



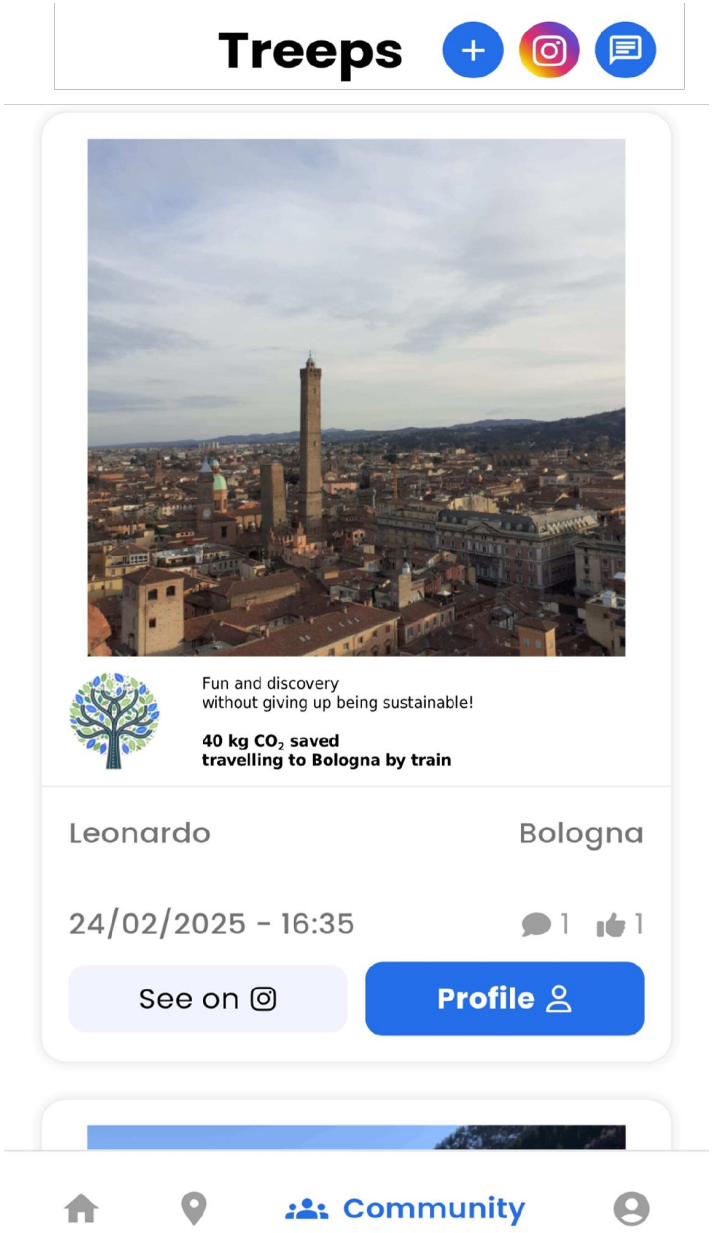
The ChatBot provides suggestions about 200 holiday/leisure destinations accessible by public transport from Lugano (closed curated knowledge base)

Key Treeps features

The 'Places' section provides:

- travel times
- experience type
- links to public transport and sustainable lodging
- CO_2 savings compared to air travel

Key Treeps features



Destination suggestions shared by the users:

- short personal message
- injunctive social norm sentence
- CO_2 savings compared to air travel

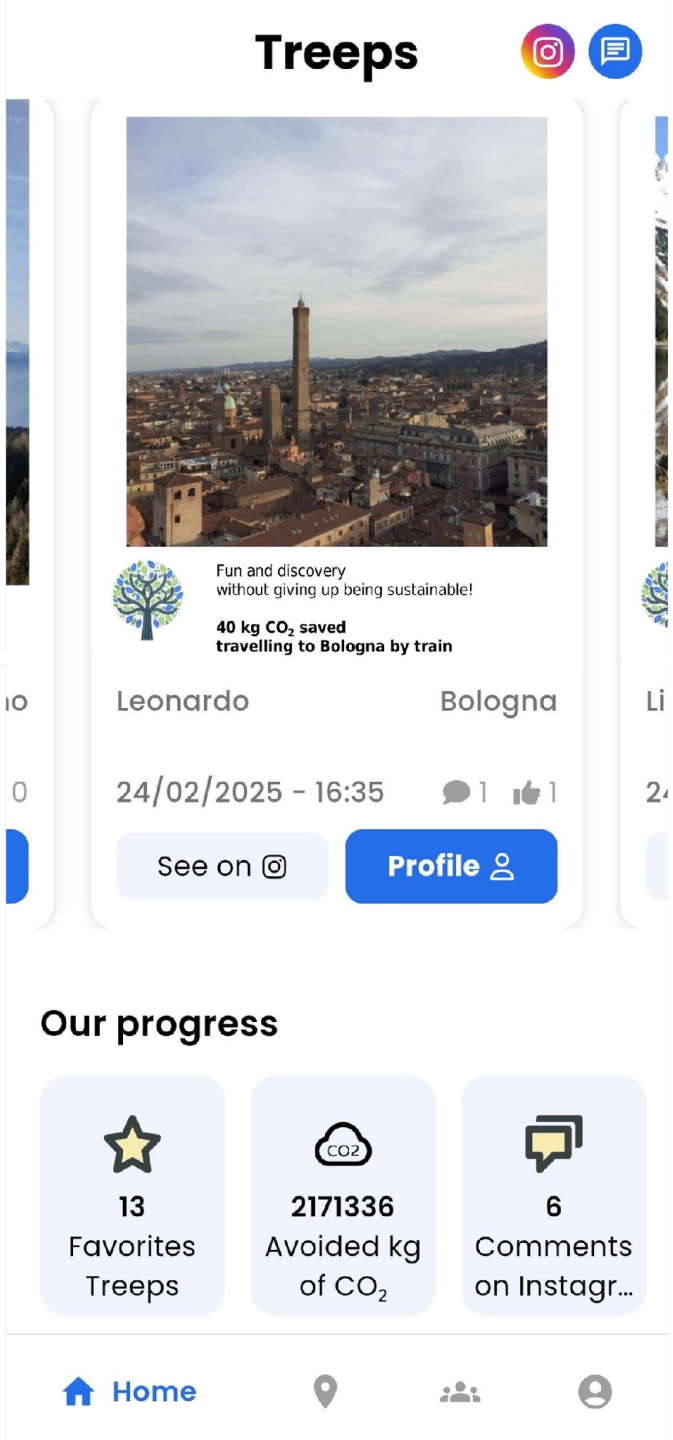
Key Treeps features

Creation of a supportive community

Users can interact via LinkedIn (*@treeps.ch*):

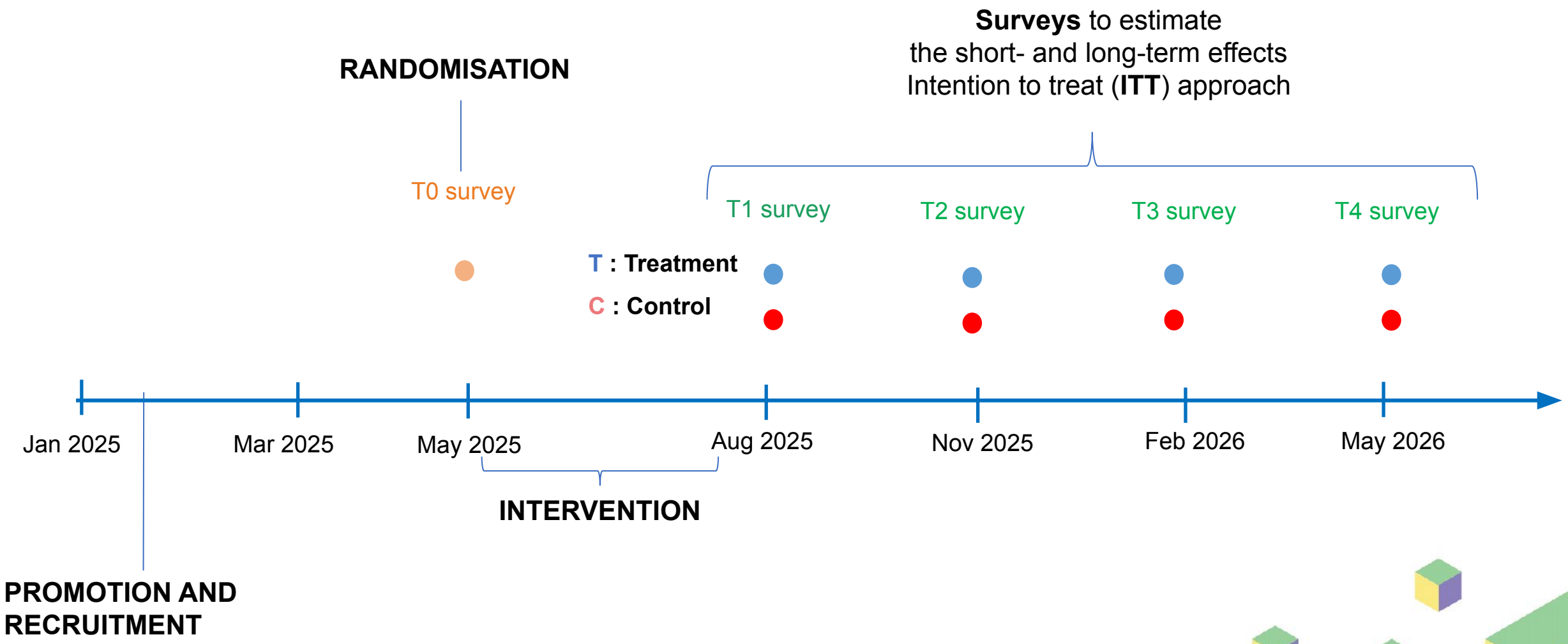
- liking
- commenting
- joining group chat

Key Treeps features



Statistics on community engagement further encourage and socially endorse sufficient holiday choices

A Randomised Controlled Trial to assess Treeps effectiveness



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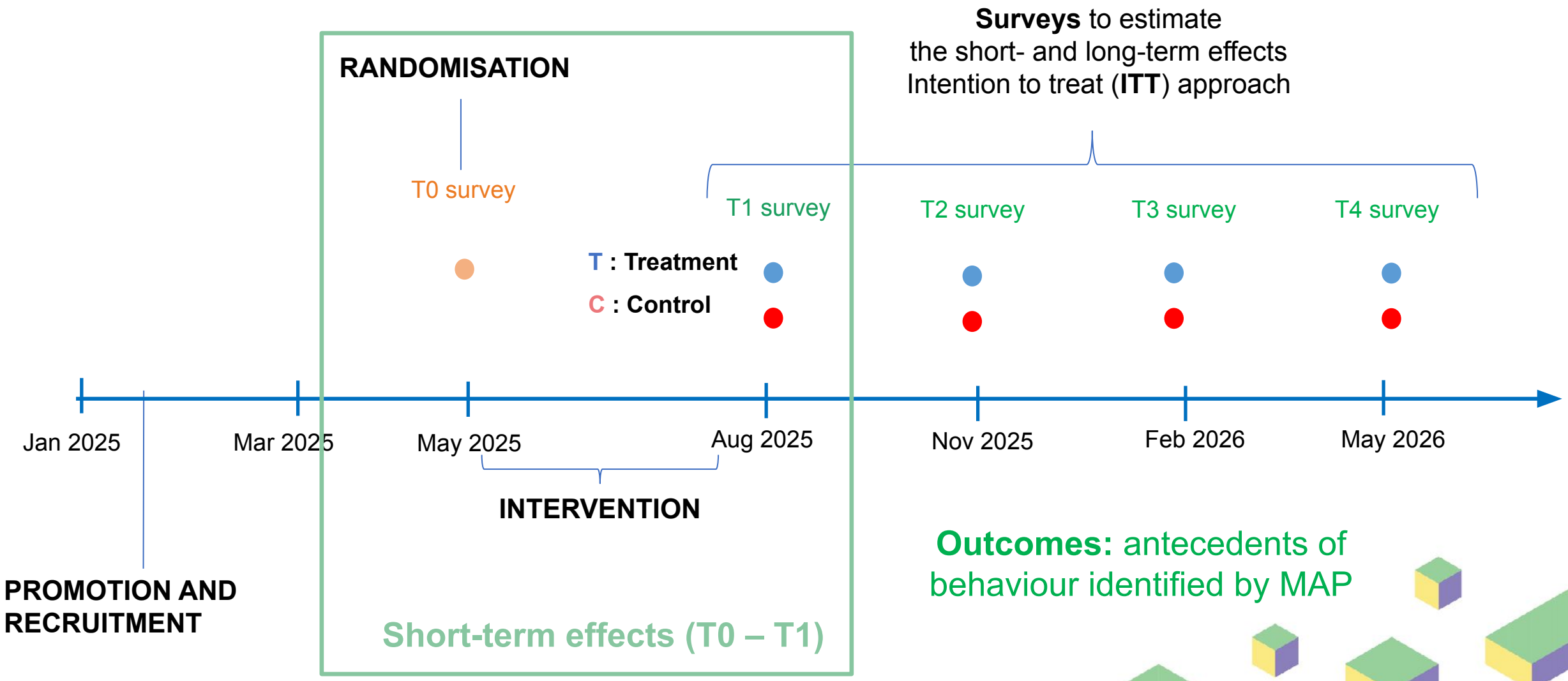
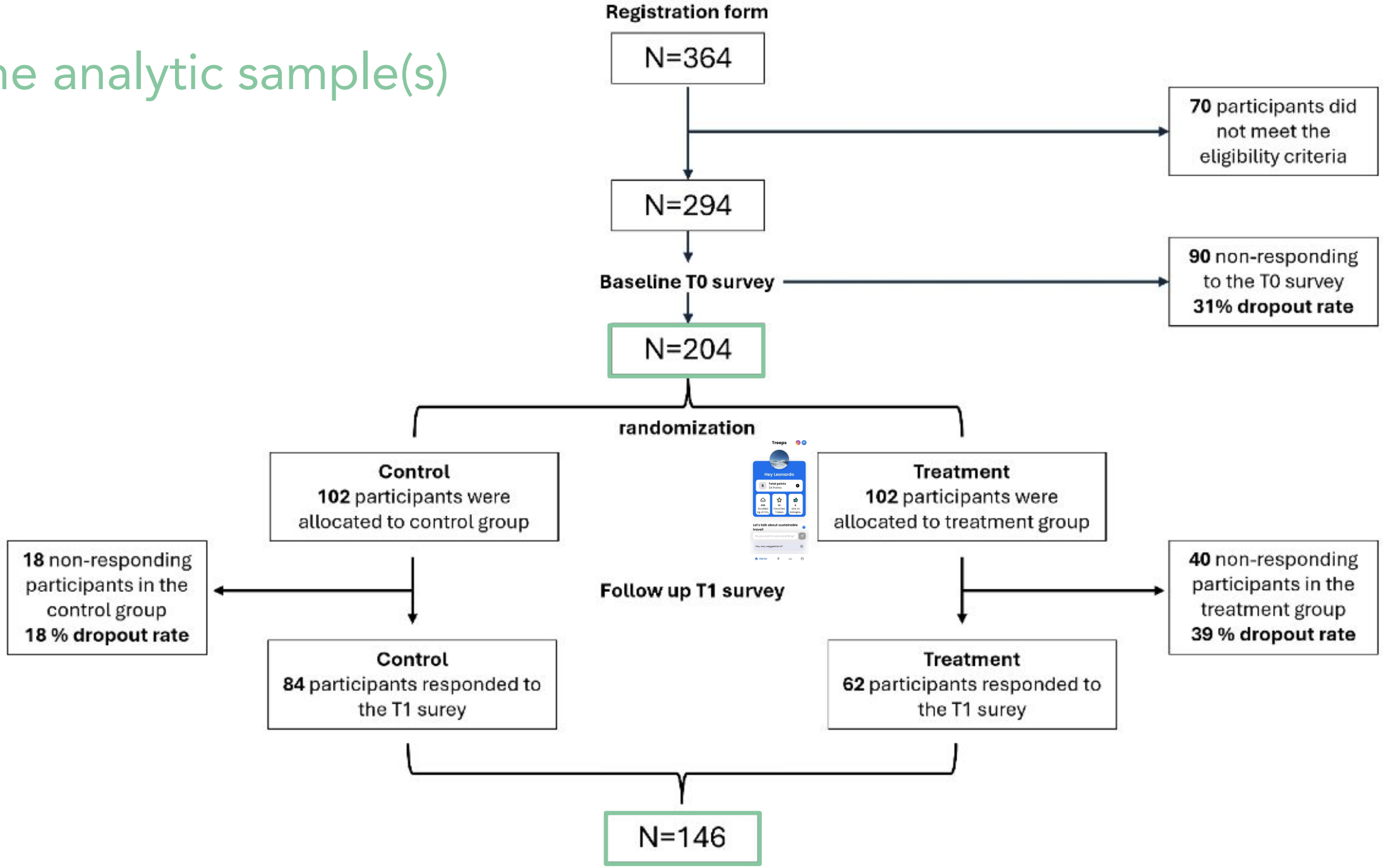


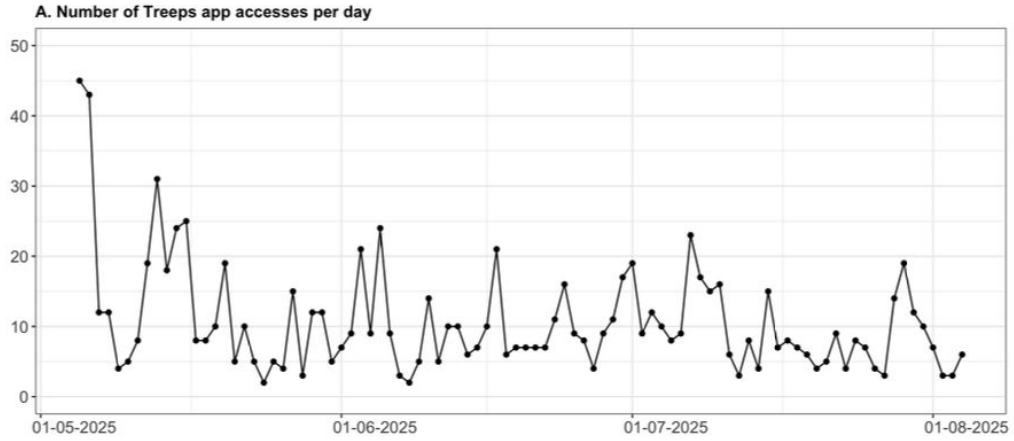
Outcomes: antecedents of behaviour identified by MAP

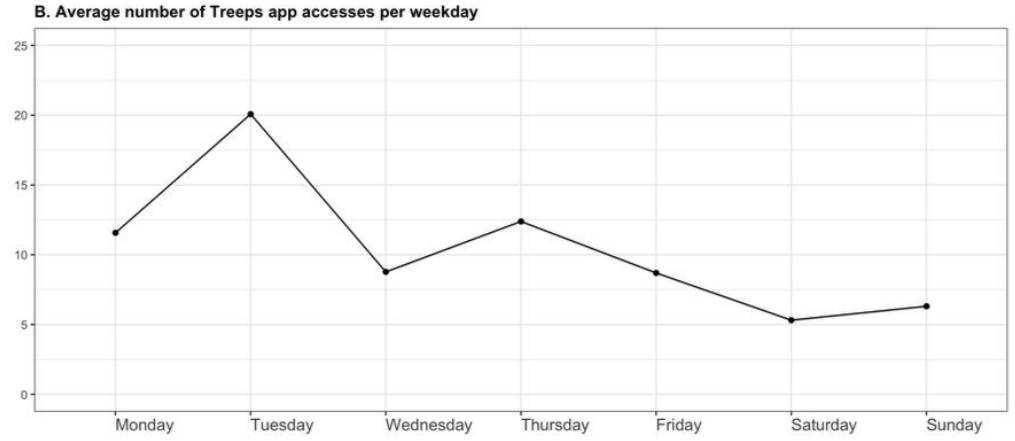
The analytic sample(s)



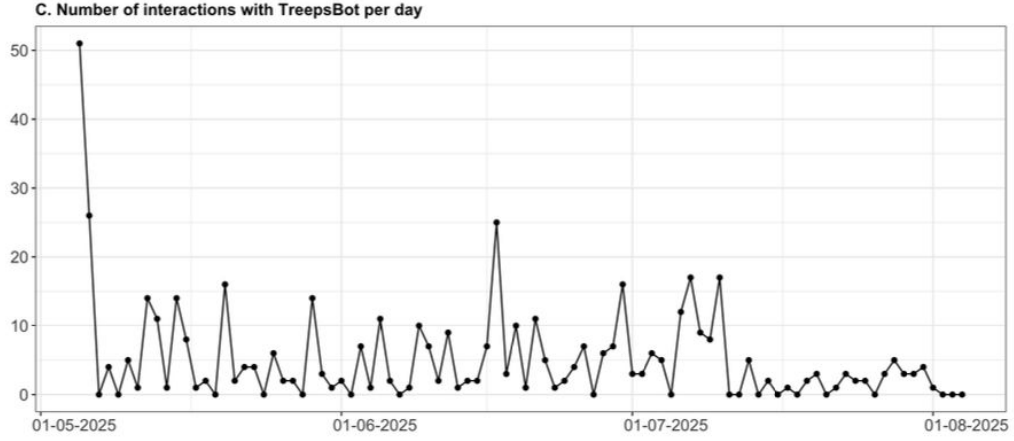
Engagement metrics

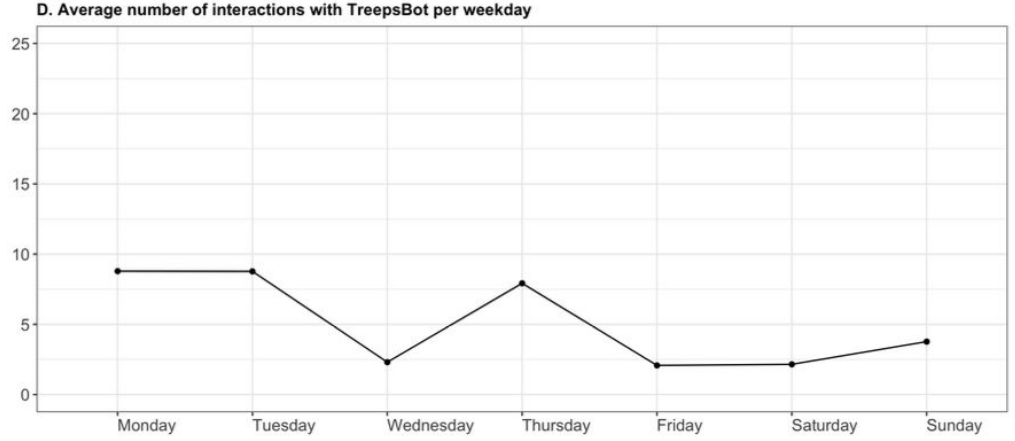
Accesses to the Treeps app



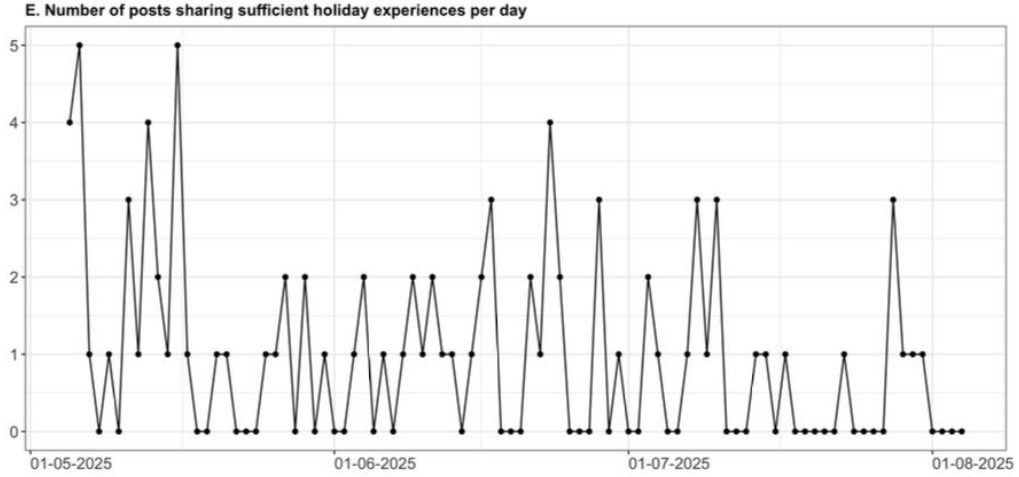


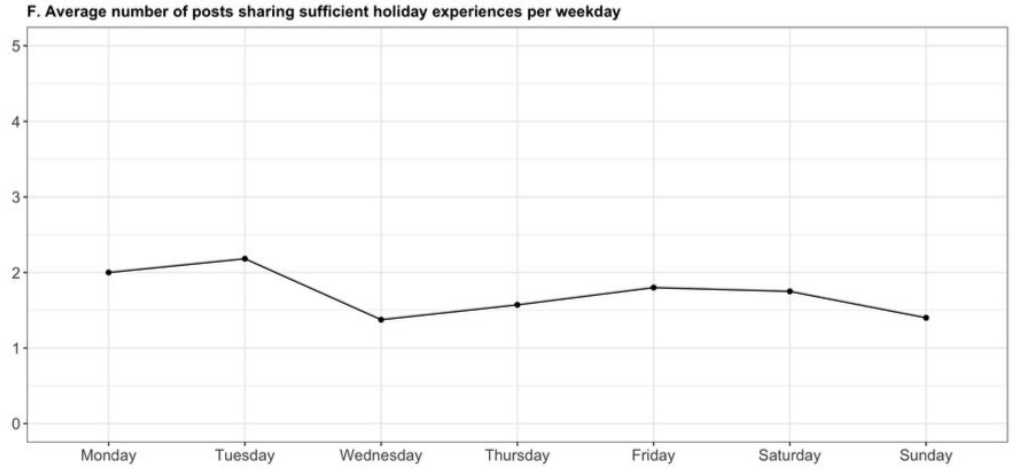
Interactions with TreepsBot



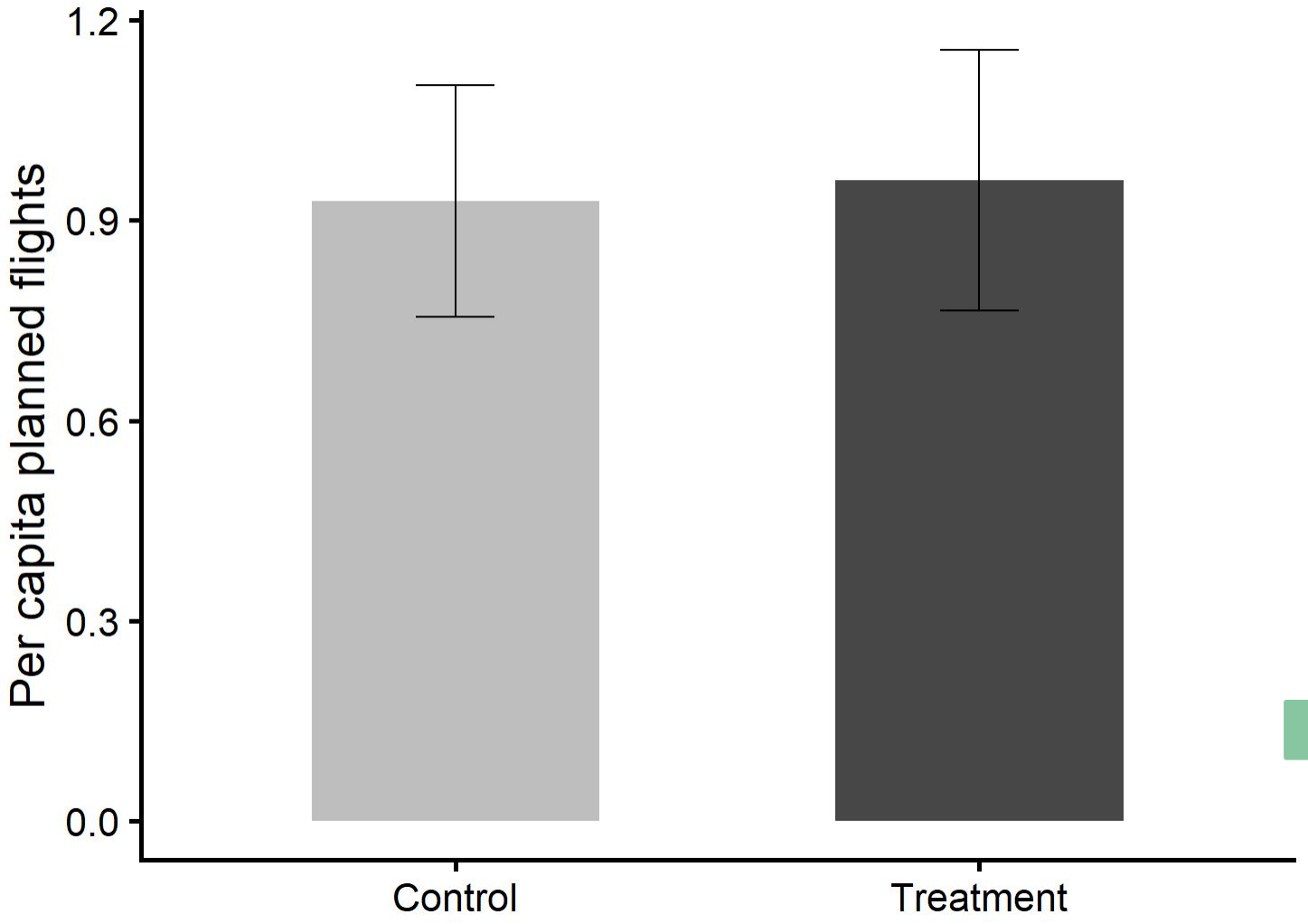


Posts sharing sufficient holiday experiences





Planned air travels at T0



- Participants had already planned to fly during the Treeps intervention period
- We do not look for short-term effects on behaviour

➡ We focus on psychological factors (antecedents of behaviour)

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Fixed effects panel regression models (short-term ITT effect T0–T1)

- No effects on any MAP behavioural antecedent $$y_{it} = \beta_1 \, \text{post}_t + \beta_2 \, (\text{treatment}_i \times \text{post}_t) + \alpha_i + \varepsilon_{it}$$

- By also including an interaction term accounting for the engagement with TreepsBot and sharing of experiences: $$y_{it} = \beta_1 post_t + \beta_2 \, (post_t \times treatment_i) + \beta_3 \, (post_t \times treatment_i \times engagement_i) + \alpha_i + \varepsilon_{it}$$
  - On average, positive attitudes towards air travel decrease
  - On average, as engagement increases, the intention to fly decreases

Factor	Variable	Beta	S.E.	p-value
RQ1 - Psychological variables				
Positive attitudes towards the plane	treatment:post	-0.415	0.204	0.044*
	treatment:post:engagement	0.054	0.059	0.358
Negative attitudes towards the plane	treatment:post	-0.339	0.338	0.316
	treatment:post:engagement	0.194	0.097	0.048*
RQ2 - Intention				
Intention to fly	treatment:post	0.367	0.232	0.115
	treatment:post:engagement	-0.148	0.067	0.028*

'p<0.1, *p<0.05, **p<0.01, ***p<0.001,

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Factor	Variable	ATE	S.E.	p-value
RQ1 - Psychological variables				
Injunctive social norms	treatment:post (ATE)	0.790	3.920	0.840
Descriptive social norms	treatment:post (ATE)	-4.736	2.843	0.098´
Perceived behavioural control	treatment:post (ATE)	-0.719	0.456	0.117
Personal norms	treatment:post (ATE)	0.184	0.213	0.388
Positive attitudes towards the plane	treatment:post (ATE)	-0.358	0.195	0.069´
Negative attitudes towards the plane	treatment:post (ATE)	0.269	0.342	0.433
Positive attitudes towards the train	treatment:post (ATE)	-0.329	0.365	0.368
Negative attitudes towards the train	treatment:post (ATE)	-0.137	0.325	0.679
RQ2 - Intention				
Intention to fly	treatment:post (ATE)	0.211	0.224	0.349

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Fixed effects panel regression models (short-term ITT effect T0–T1)

$$y_{it} = \beta_1 post_t + \beta_2 (post_t \times treatment_i) + \beta_3 (post_t \times treatment_i \times engagement_i) + \alpha_i + \varepsilon_{it}$$

Factor	Variable	ATE	S.E.	p-value
RQ1 - Psychological variables				
Injunctive social norms	treatment:post	0.098	4.123	0.981
	treatment:post:engagement	0.655	1.184	0.580
Descriptive social norms	treatment:post	-7.144	2.91	0.015*
	treatment:post:engagement	2.282	0.838	0.007**
Perceived behavioural control	treatment:post	-0.640	0.480	0.185
	treatment:post:engagement	-0.075	0.138	0.585
Personal norms	treatment:post	0.194	0.224	0.388
	treatment:post:engagement	-0.009	0.064	0.888
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Positive attitudes towards the train	treatment:post	-0.462	0.383	0.230
	treatment:post:engagement	0.1226	0.110	0.281
Negative attitudes towards the train	treatment:post	-0.560	0.367	0.129
	treatment:post:engagement	0.197	0.106	0.064´
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In your opinion, what percentage of the Swiss population uses planes to go on holiday?

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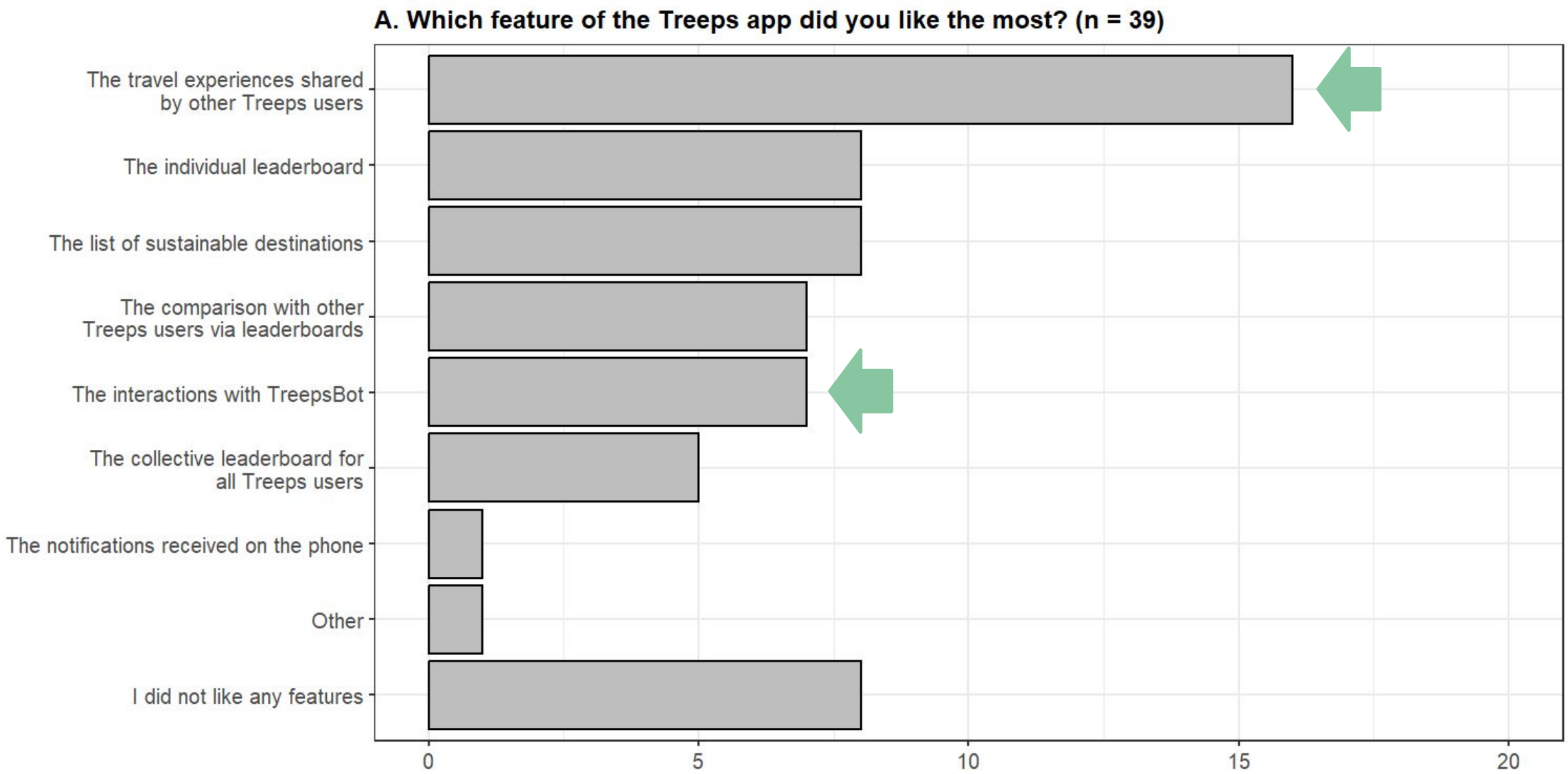
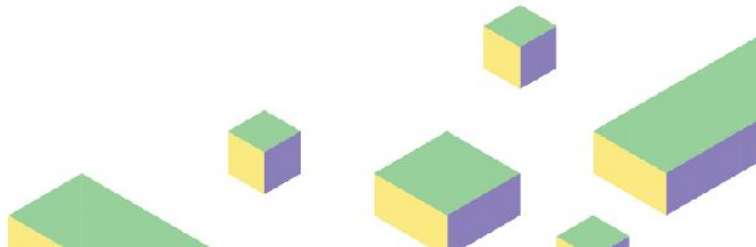
Feature evaluation by treatment group members



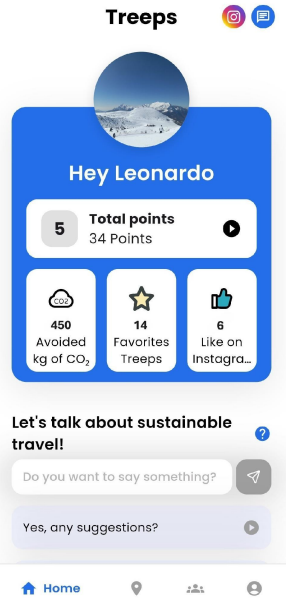
Conclusions

- By **increasing engagement** with Treeps, a mild effect on attitudes and intentions appears
- **Improvements to the ChatBot performances** and **more users sharing** their sufficient holiday experiences are needed to increase engagement
- Analyses on the **long-term effect on holiday behaviour** (along one fully year) are crucial to clarify Treeps' potential
- The RCT we are performing **in London** will (hopefully) provide
    - a **larger sample**, ensuring higher statistical power and more robust results
    - insights for a context where holiday-making is **even more closely associated with air travel** than Switzerland



Thank you for your attention!

francesca.cellina@supsi.ch



www.treeps.ch

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SWICE + LANTERN

Preliminary results relating recreational mobility patterns with lifestyles through mobile sensing

Moreno Colombo, Julien Nembrini,
Debora Frei, Bernadette Sütterlin

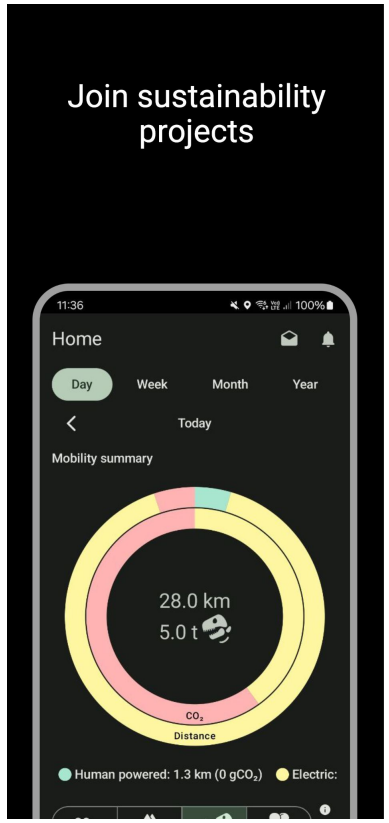
10:20 - 10:40

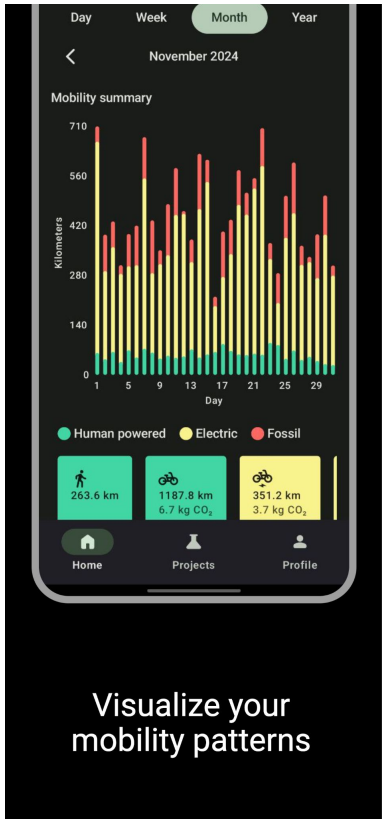
The SWICE App

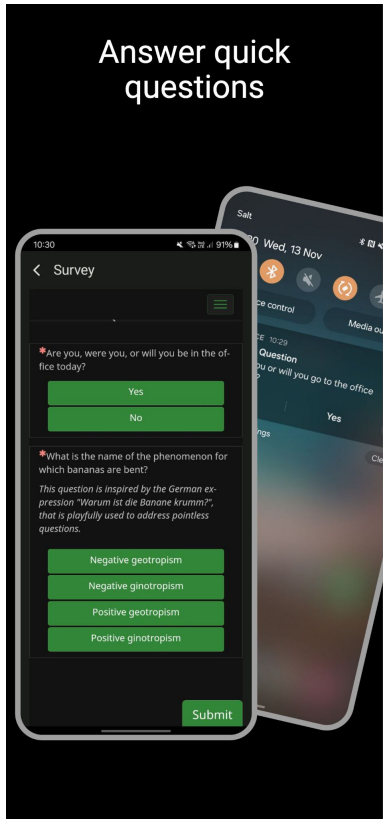
- Point of contact between researchers and participants
- **Privacy by design**
- Collecting:
  - Personal mobility patterns
  - Physical activity (steps)
  - Survey responses

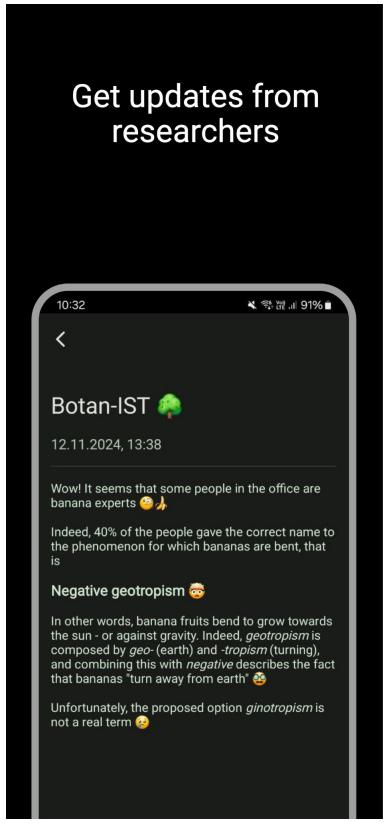
→ Data provided with personal pseudonym, could be linked with other sources (e.g., smart meters at home).

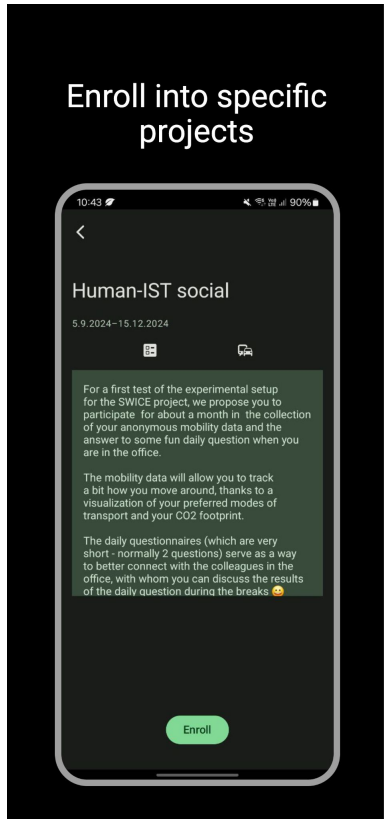
The SWICE App











Come see us at the Market Place @ 15:30 for a more interactive experience.

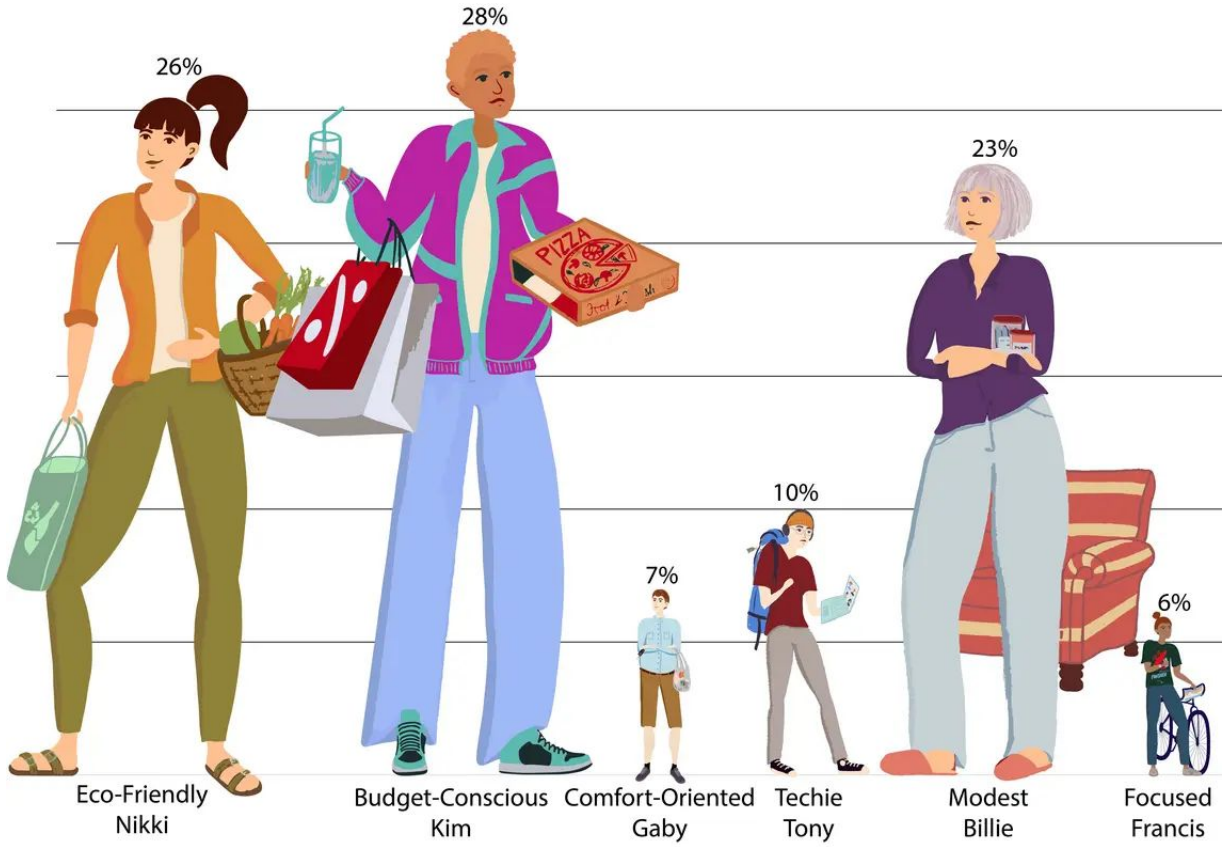
sweet swiss energy research for the energy transition

SWICE + LANTERN

Swiss Sustainability Lifestyle Typologies

- Lifestyle types grouping people by their daily environmental habits across housing, mobility and food.

→ Primary and secondary lifestyle type can be assessed with a survey in the SWICE App.



Sütterlin, B., Frei, D., Oberkalmsteiner, J., Lobsiger-Kägi, E., & Tomic, U. (2024). Sustainability lifestyle typology. Swiss Federal Office of Energy SFOE. https://doi.org/10.21256/zhaw-31386

Mobility and lifestyle dataset

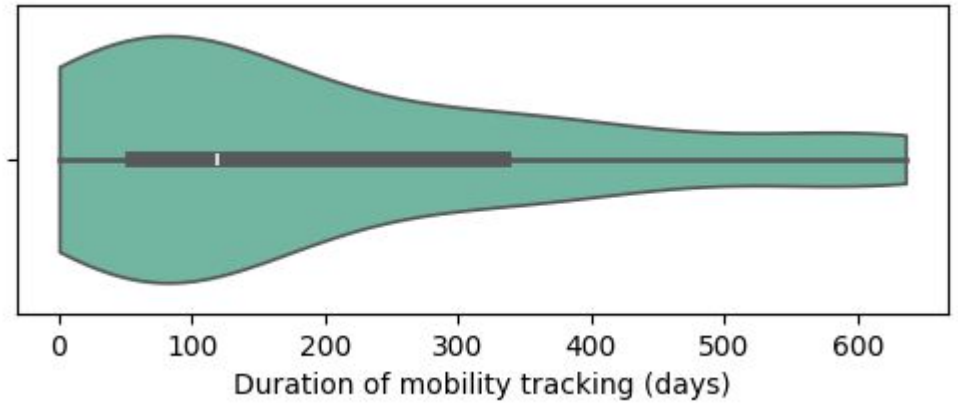
Considered data

- For an analysis of people's recreational mobility, we used:
  - Primary lifestyle typology
  - For each trip:
    - Mode of transport
    - Distance
    - Start and end date and time
    - CO_2-equivalent emissions (estimate)

Mobility and lifestyle dataset

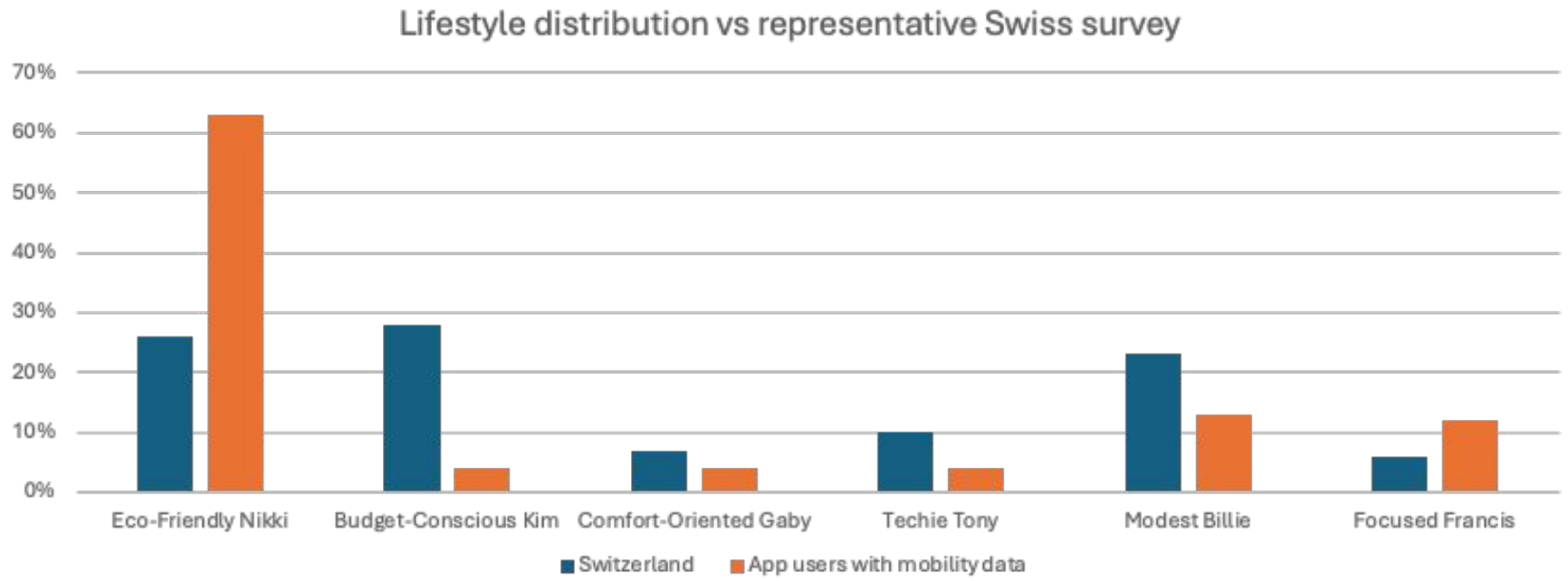
The dataset in numbers

	Only mobility	Only lifestyle	Mobility & lifestyle
N. Of Participants	71	39	**46**
N. Of Trips	13’614	-	**32’843**



Mobility and lifestyle dataset

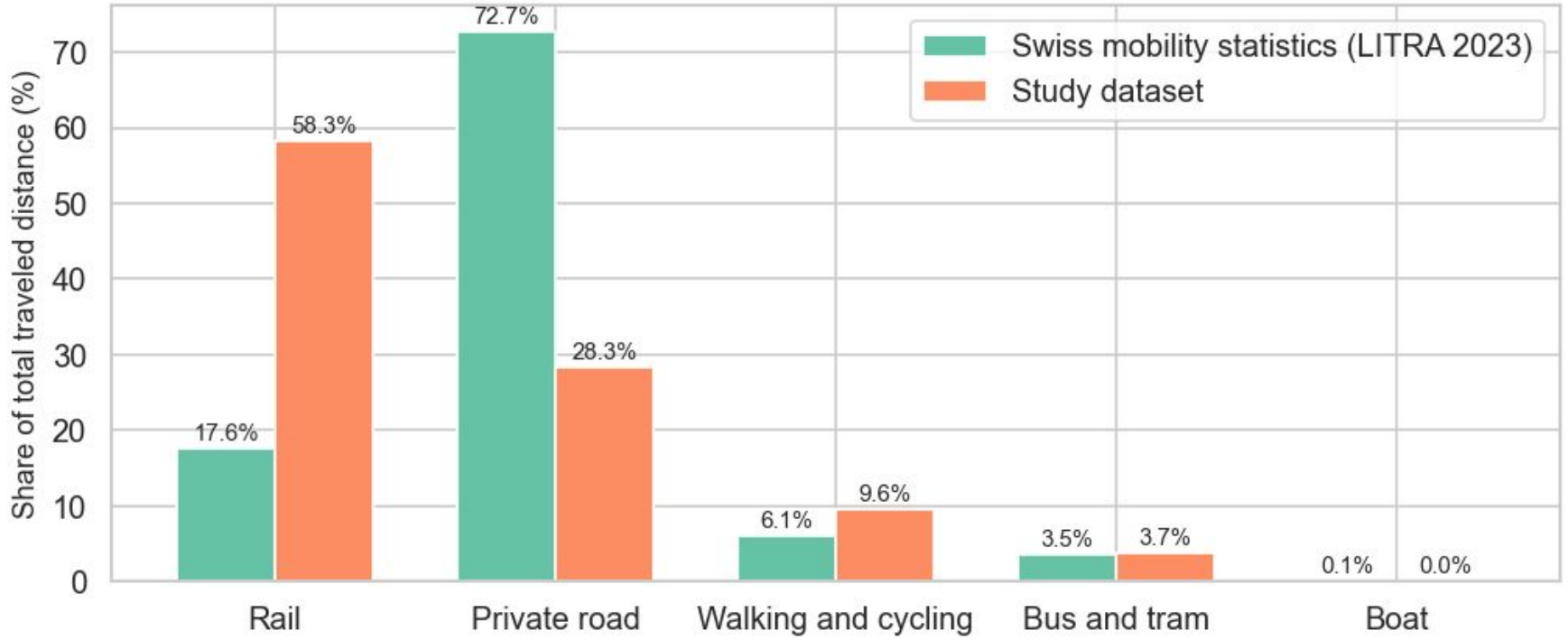
Lifestyles distribution vs Swiss average



→ Eco-Friendly Nikki over-represented, Budget-Conscious Kim under-represented

Mobility and lifestyle dataset

Mobility distribution vs Swiss average



→ Car travel under-represented, train travel over-represented

Dataset biased towards sustainable mobility!

Causes:

- Urban + Living Lab (SLL and Lokstadt mainly) context
- Volunteer bias (those who are already engaged are more prone to participate)

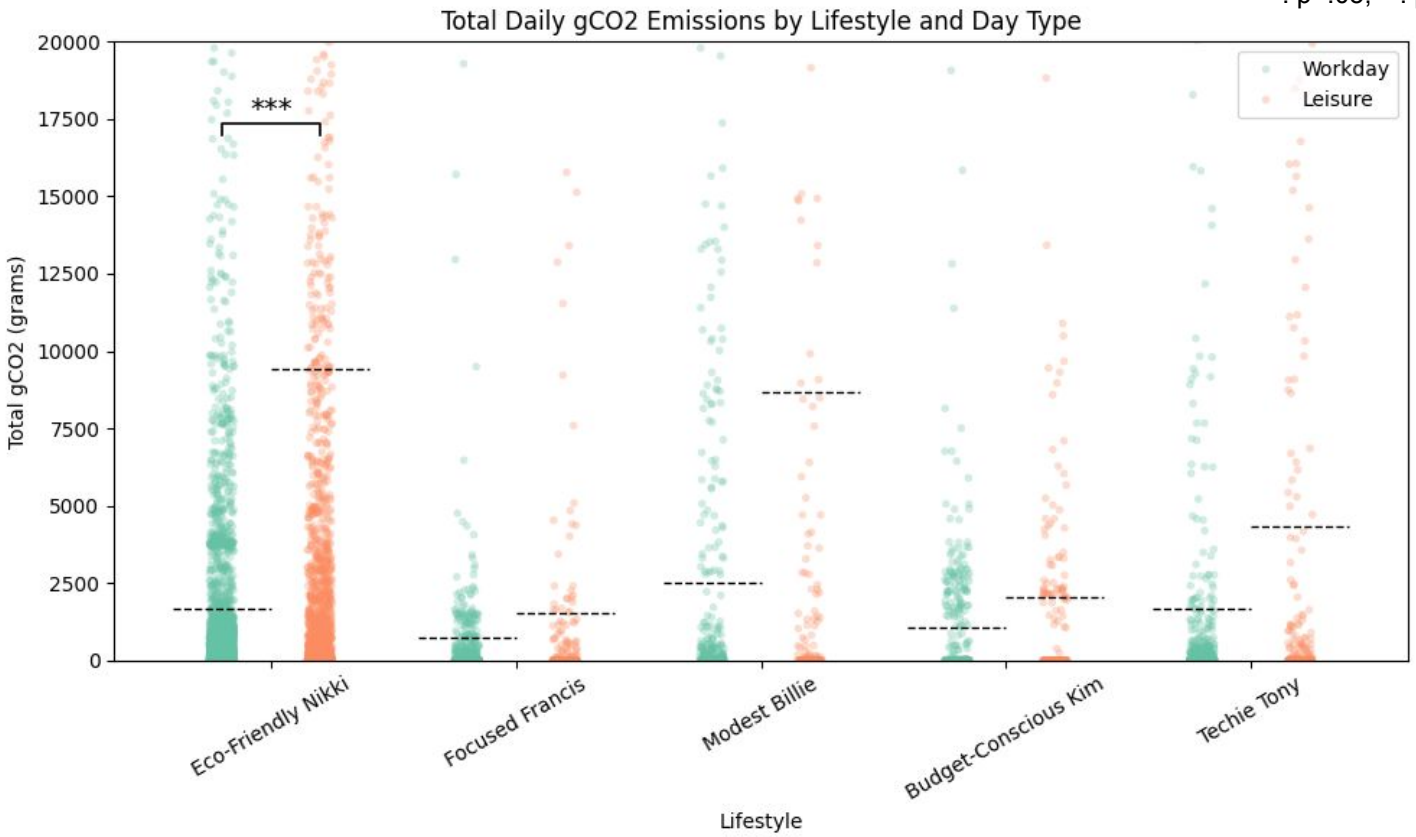
Workdays vs. Leisure mobility

Idea: Splitting data between “workdays” and “leisure days” (weekend or abroad) to compare mobility choices of people in the same lifestyle typology in different situations.

This allows testing a comparison despite not having enough people for a between-lifestyle comparison.

Workdays vs. Leisure mobility

*: p<.05, **: p<.01, ***: p<.001



→ Eco-Friendly Nikki emit on average **5.5x more CO_2** during leisure time than during workdays (p<.001) for mobility.

1.75x more CO_2(p=.02) without considering plane trips.

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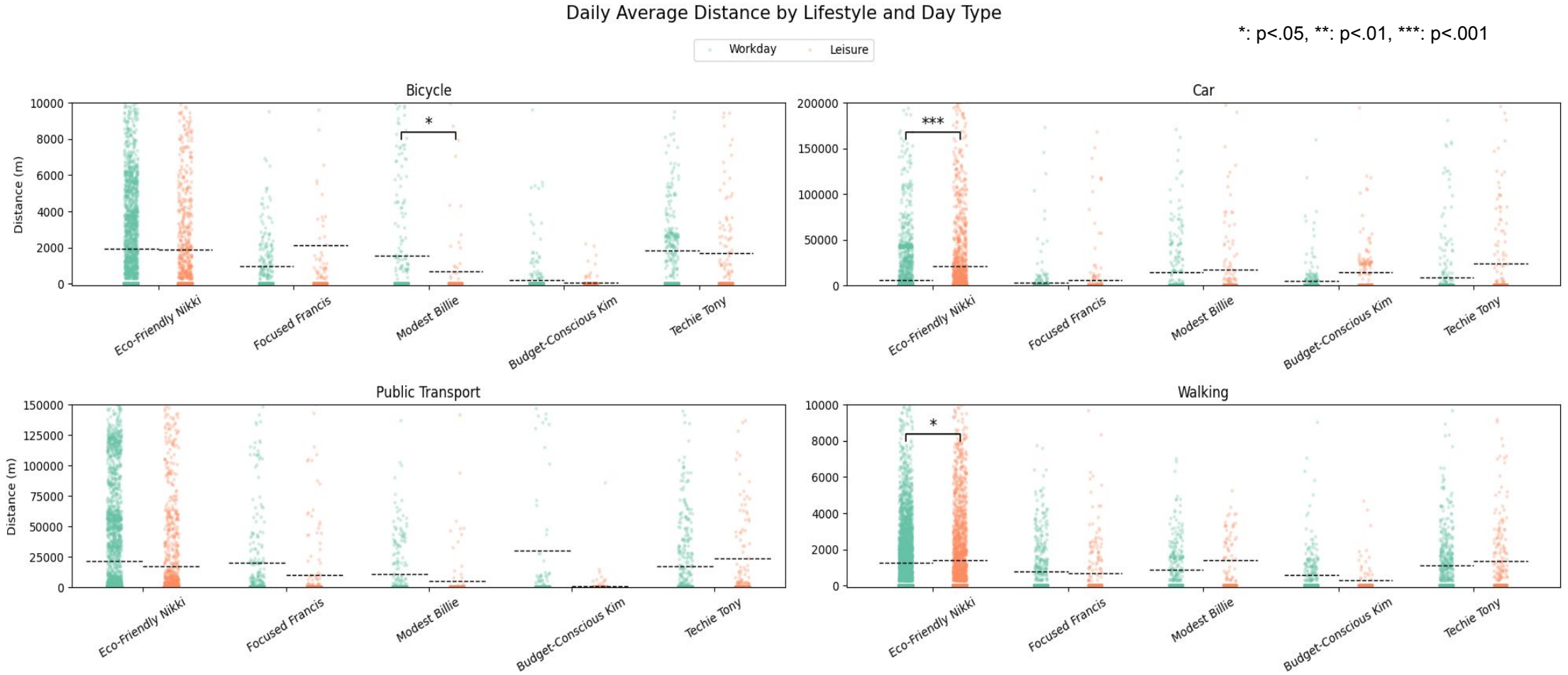
Workdays vs. Leisure mobility



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Workdays vs. Leisure mobility

Daily distance by lifestyle

- Eco-Friendly Nikki travel **more kilometers by car** (2.5x, p<.001) and **on foot** (1.5x, p=.03) during leisure time.
- Modest Billies ride their **bike less kilometers** (0.5x, p=.03) during leisure time.
- Some **trends** are observed in other lifestyle typologies also, but not enough participants are included.

→ The mobility of people changes between workdays and leisure days.

Conclusion and future work

- Data collected with the app allows analyzing mobility of different lifestyles.
- For between-lifestyle comparisons, more subjects are needed.
- **Future work:**
  - Find similarities between self-assessed mobility behavior and data
  - Analyze impact of specific interventions (see pres. @ 11:30)
- **Limitations:**
  - Difficulty in recruiting participants (that are not “Sustainable Nikkis”)

Thank you!

For further discussions:

moreno.colombo@unifr.ch

julien.nembrini@unifr.ch

🔗 swice.human-ist.ch/app

OR Market Place today at 15h30!

Coffee break
10:40 - 11:10

Gridly: An interactive framework for assessing and communicating the environmental impact of mobility behavior

Stefano Gioia, Igor Torshin, Yousra Sidqi

11:10 - 11:30

Thank you!

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stefano.gioia@hslu.ch

Igor Torshin
igor.torshin@hslu.ch

Yousra Sidqi
yousra.sidqi@hslu.ch

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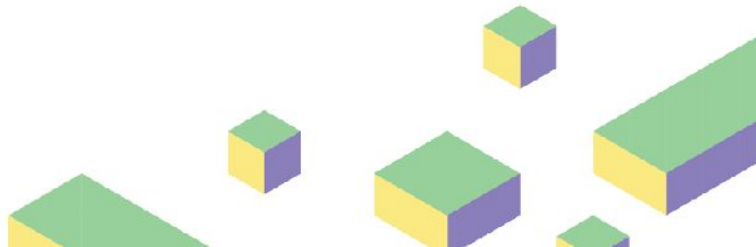


Lokstadt Move: Insights from a Mobility Visualization Intervention

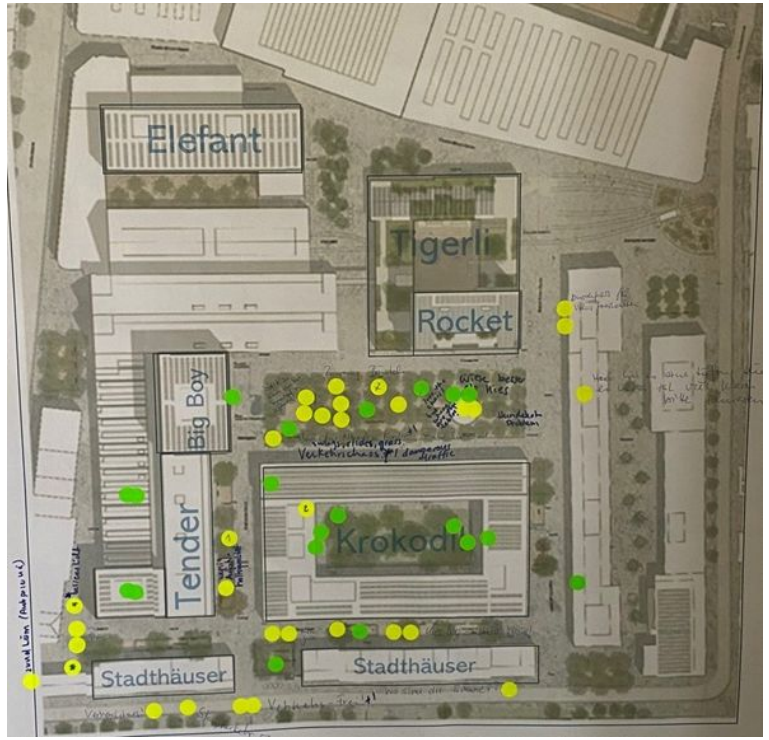
Bernadette Sütterlin, Debora Frei, Evelyn Lobsiger,
Jasmin Oberkalmsteiner, Moreno Colombo, Julien Nembrini

11:30 - 11:50

Mobility Situation in Lokstadt & Study Aim

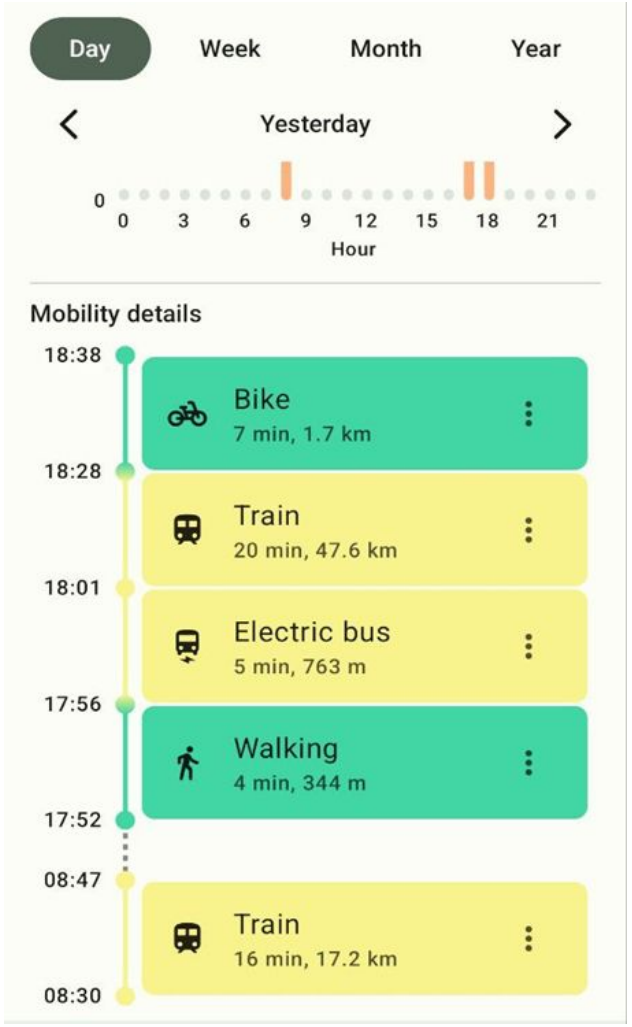
- Concerns about traffic situation and **road safety**
- Desire to develop solutions to
  - improve safety & attractiveness of active mobility
  - facilitate shift from car to active mobility

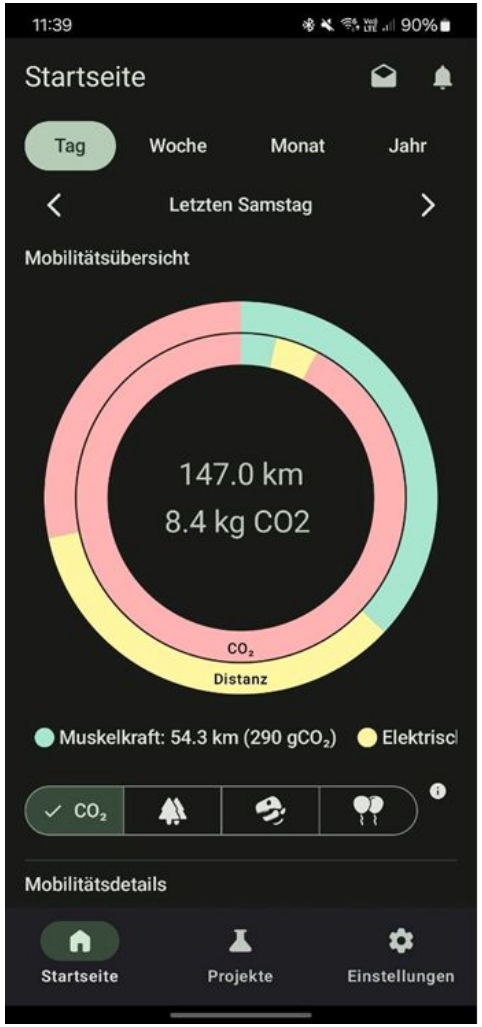
➢ Assess actual mobility behavior to identify
  - **hot spots**
  - potential for modal shift

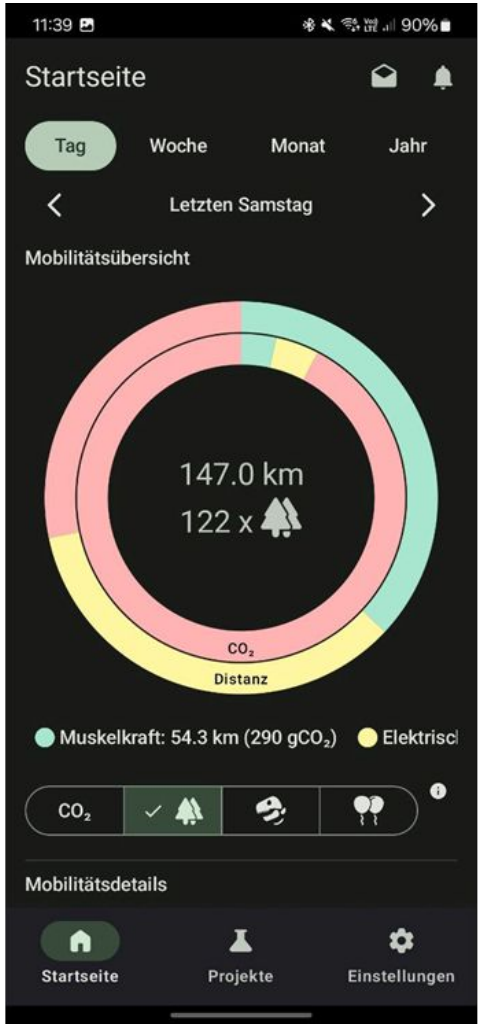


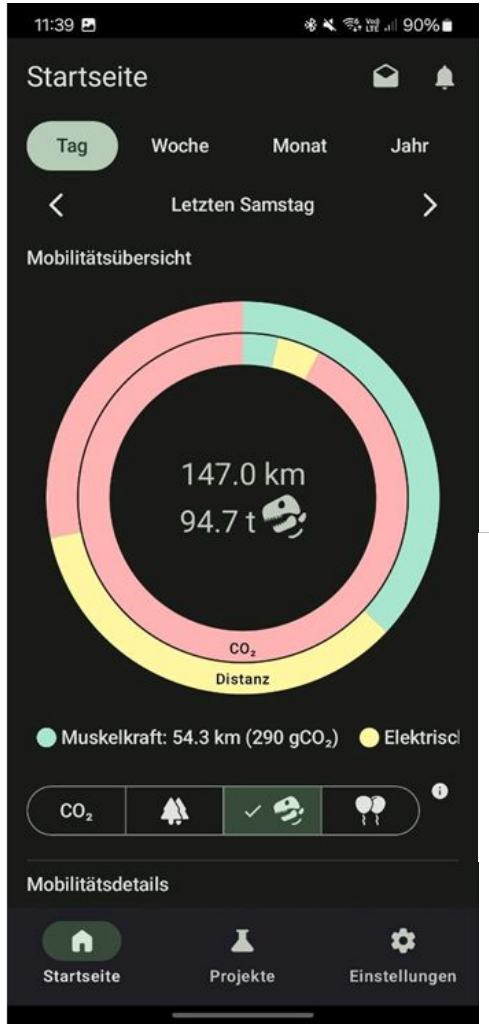
➢ Feedback on mobility behavior and CO_2 emissions to increase
  - **awareness** of environmental impact of own mobility
  - perceived self-, personal, and outcome **efficacy**
  - **intention** to choose sustainable means of transport and actual choice

The SWICE App Mobility Tracking Feature









Laden im App Store

JETZT BEI Google Play

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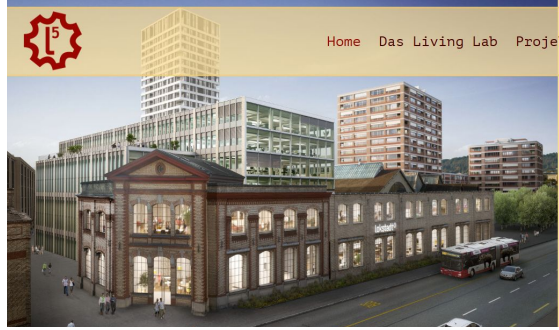
Intervention “Lokstadt Move”



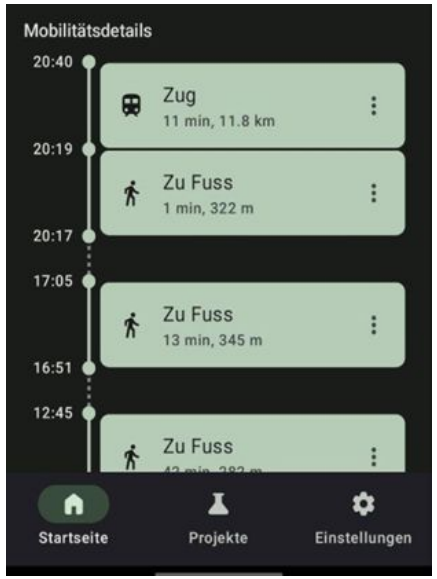
Participants

- Recruitment: postal invitation, mail invitation, neighbourhood events
- N=37 residents (22 full), average age 51 years, 47% female

Design / Procedure

- May-July 2025
- Baseline and intervention phase
- Pre- and post-survey on
  - Sustainability-relevant behavior
  - Behavioral drivers
  - Visualization feature (only post)

Baseline



Intervention (starting June 15)

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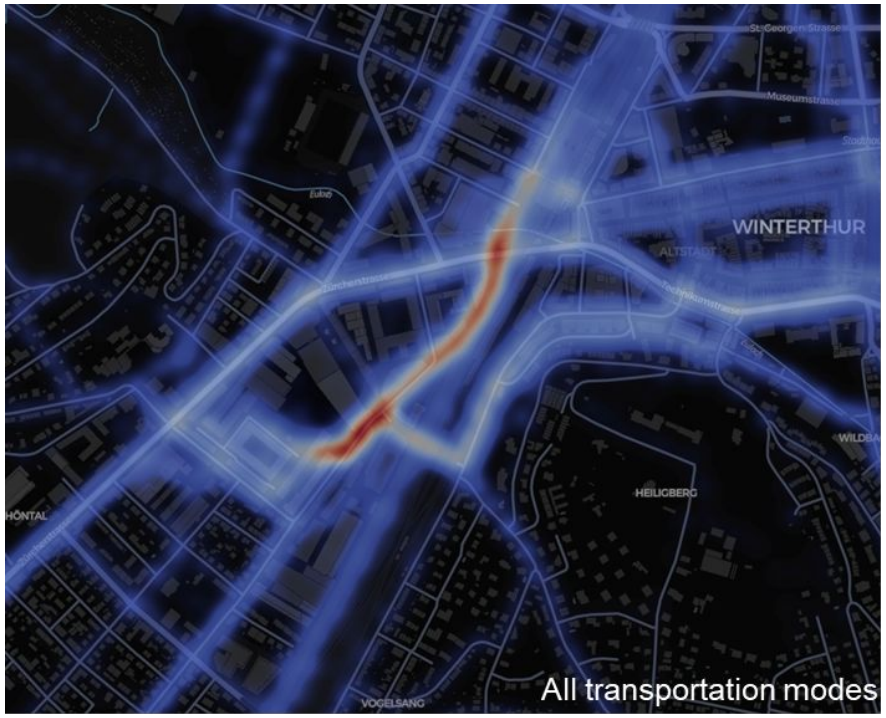
Intervention “Lokstadt Move”: Results

Heatmaps



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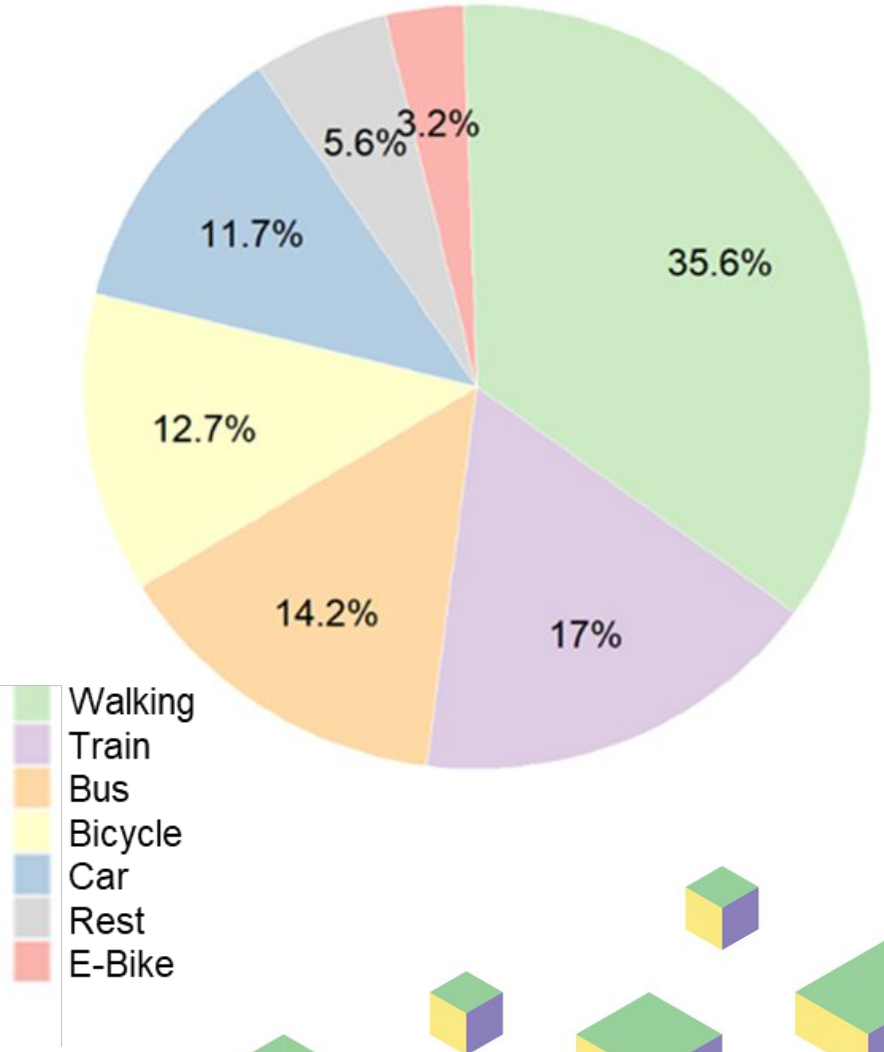
Intervention “Lokstadt Move”: Results

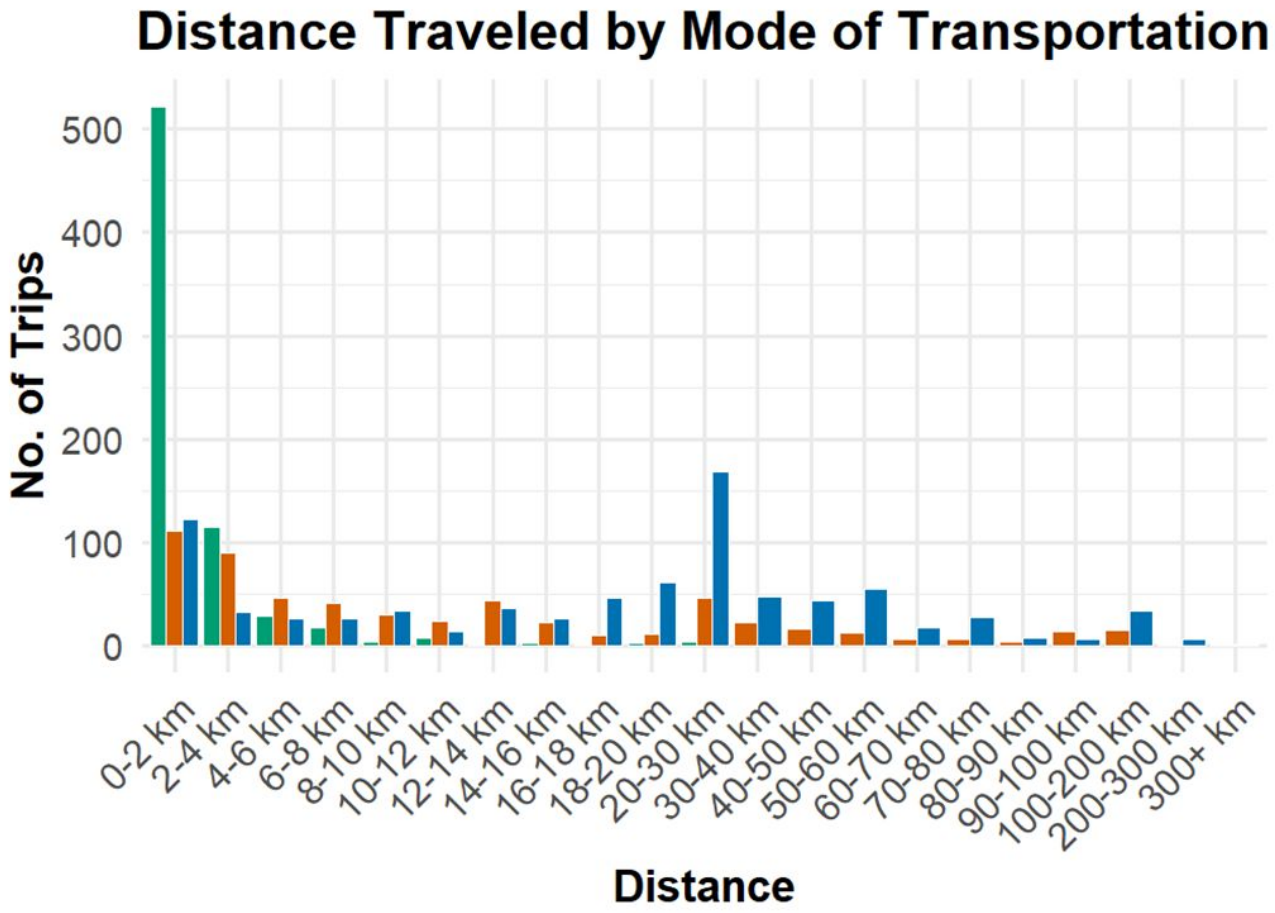
Mobility behavior

- 5,042 recorded trips (62,962 km, 7,195 kg of CO_2)
- Mode of transportation
  - Overall, **mobility is already quite sustainable**
  - Distances < 3km: Walking (50%), Bus (18%), Bicycle (16%)
  - Distances > 3km: Train (43%), Car (25%), Bus (8%)
- Emissions disproportionally driven by air travel and car use



Intervention “Lokstadt Move”: Results

Non-active mobility modes



- Bus for very short trips
- **Car** most frequently for **short trips**
- Train for short and long distances

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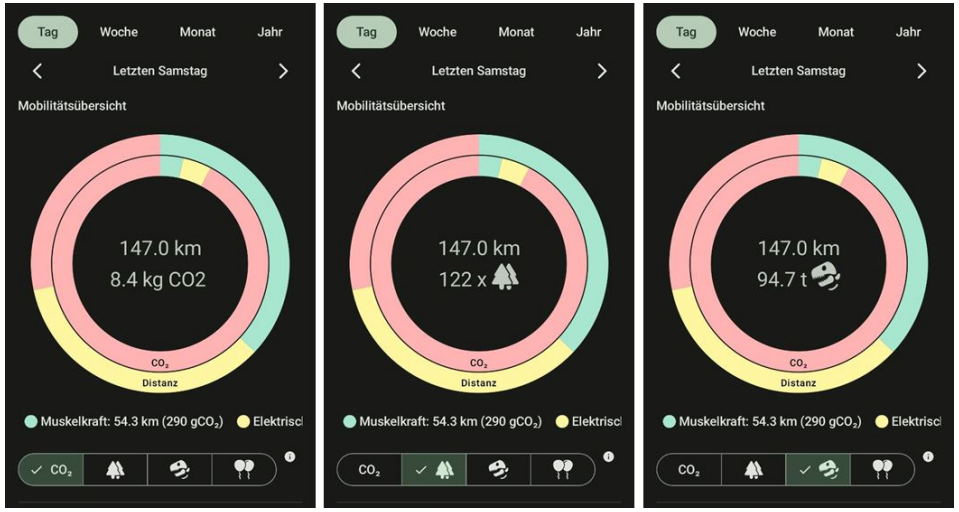
Intervention “Lokstadt Move”: Results

Impact of visualization of mobility and CO_2 emissions

- No significant shifts in modal split and travel distances
- **Increase in awareness** about mobility behavior and environmental impact
- Positive effect on **intention** to reduce car use and flight behavior

Evaluation of mobility tracking app

- High usability
- Informative visualization of CO_2 emissions
- Effective in showing impact of behavior change on CO_2 emissions (outcome)
- BUT: Malfunctioning of app → loss of interest



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Conclusion & Next Steps

- **Reduce car trips** & increase active mobility, esp. city center
  - Improvement of traffic **safety**
  - Making active mobility **more attractive**

  ➢ Raised beds campaign “Lokstadt Floral”

  ➢ Better parking infrastructure for (cargo) bikes

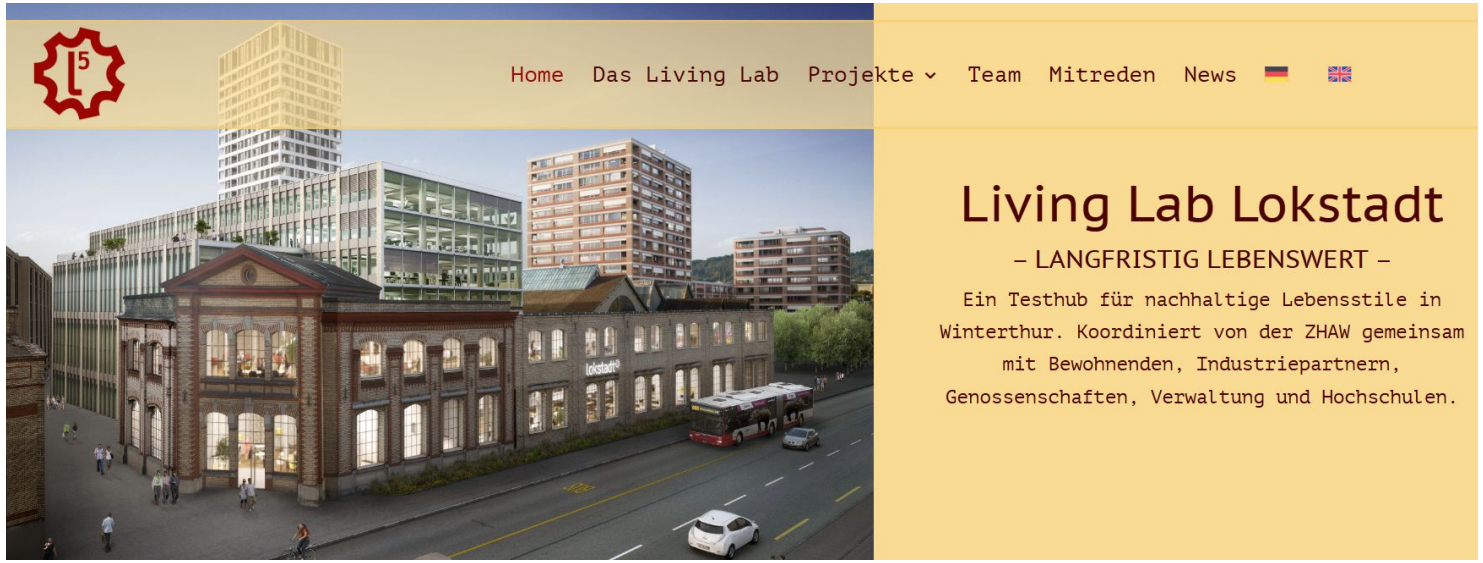
- **Reduce car ownership** of residents using car mainly for leisure trips, hard-to-reach places, transport of heavy items (→interviews)
  - Facilitating **access** to alternatives
  - Highlighting benefits of living without car

  ➢ “Drive my car”-Campaign”: Raise awareness of mobility alternatives (e.g., map), establish pool of shared private cars

Thank you for your attention!

bernadette.suetterlin@zhaw.ch

Living Lab Lokstadt Website



Toolkit for tailored sustainability interventions

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The limits of personal cooling: Heat adaptation in two Swiss Living Labs

Julien Forbat, Noah Balthasar,
Marlyne Sahakian, Timo Ohnmacht

11:50 - 12:10

Why heat adaptation matters in Swiss cities

Health & wellbeing

Sleep disruption, fatigue, dehydration and reduced autonomy during prolonged heat.

Mobility & routines

Slower walking, cooler-hour scheduling, shade-seeking and occasional shifts to cooled transport.

Urban design challenge

Active mobility becomes fragile when routes lack trees, seating, water and continuous shade.

Research gap

Little evidence from heat-naïve, temperate contexts on how personal and structural adaptation interact.

Compare two Living Labs to test a simple question:

Can personal cooling compensate for infrastructural and institutional shortcomings?

Two Living Labs, two scales of adaptation

Geneva — La Jonction

NEIGHBOURHOOD-SCALE PUBLIC-SPACE INTERVENTION

Jonction–Plainpalais district

- 313 adult surveys + 52 children
- 13 in-depth interviews
- 48 ethnographic observations
- Seven sites — eight temporary installations
- (3 micro-oases, 4 shading structures, 1 mist)
- ~830 personal cooling items + ~500 maps distributed

Risch-Rotkreuz — Suurstoffi

HOUSEHOLD-LEVEL COOLING-KIT INTERVENTION

Dense, largely heat-naïve neighbourhood

- 12 households
- Kit: manual fan, spray bottle, cooling towel
- Online post-test survey after one month
- Focus: thermal comfort, mobility,
- neighbourhood deficits

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Adaptation as social practice

Following Shove, Pantzar & Watson (2012), everyday cooling, walking and public-space use are practices constituted by three interconnected elements.

1

Materialities

Shade, trees, water, benches, route design, cooling devices

2

Competencies

Knowing cool routes, time-shifting, hydration, using tools

3

Meanings / norms

Work norms, appearance, “enjoy the sun”, care responsibilities

Practices change when these elements are reconfigured. This is why personal cooling stays limited without parallel change in infrastructure and institutional arrangements: a practice-based reading rather than a nudge logic.

Thermal comfort and personal cooling: useful but limited

La Jonction — coping competencies (n = 313 adults)

Widely anchored in routines

- Drink more water — 91%
- Close shutters — 78%
- Light-colored clothing — 74%

Equipment-based — not yet anchored

- Spray bottle — 21%
- Cooling towel — 15%
- Cold bath — 13%

Suurstoffi — cooling kit

- Discomfort typically reported at 28–30 °C
- Hand fan worked best (shade / still air)
- Spray bottle: strong but short-lived relief
- Towel mainly used at home, not in public

Personal cooling is situationally effective when shade or airflow already exist. It drops off under direct sun, in humid conditions, and in formal settings where it feels socially inappropriate: the limitation is environmental and social, not only technical.

Mobility during heatwaves

La Jonction

Active mobility largely intact

- Walking and cycling stayed dominant
- People slowed down and chose shaded itineraries
- Cycling described as a “personal air conditioner”
- Occasional transit use but unreliable AC on buses/trams undercut the advantage

Heat changed timing and route choice more than transport mode.

Suurstoffi

Heat more clearly destabilized low-carbon mobility

- Slower walking and cooler-hour scheduling
- Avoidance of fully sun-exposed paths
- Some shifts from walking to cycling
- Some shifts to air-conditioned travel or cars

Without shade continuity, heat pushes mobility toward energy-intensive options.

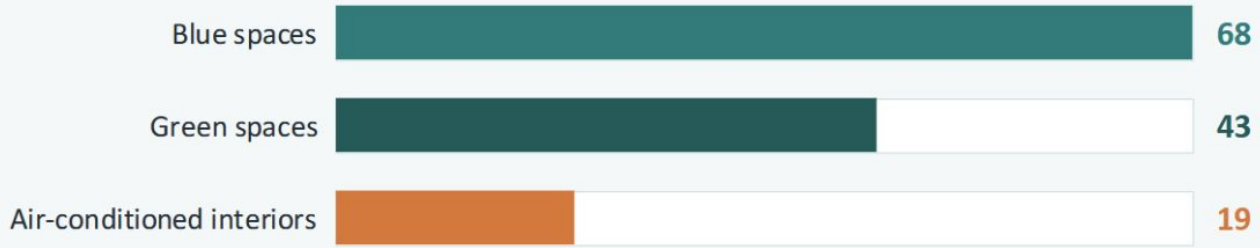
The air-conditioning paradox

Strong expressed demand for cooled spaces — yet a revealed preference for outdoor blue and green space (La Jonction).

79%

of adults frequent waterfront areas during heat

Preferred cooling destination — interview mentions (13 interviewees)



Energy-sufficiency implication

Well-designed outdoor cooling (shaded routes, micro-oases, water, vegetation) can act as a credible demand-side alternative to mechanical cooling — reducing energy demand while sustaining quality of life in a short, culturally valued summer.

Focus on Jonction: heat as an inequality issue

La Jonction made the social pattern visible: heat reduced not only comfort, but autonomy, work capacity and social participat ion.

75%	68%	48%	46%
impaired sleep	reduced work / study	reduced leisure	loss of autonomy

Adults reporting negative effects during prolonged heat

Most affected: parents of young children and women without young children (vs men without young children, least affected); older adults also elevated.

Care responsibilities: schools/daycare close or shift routines while workplaces stay rigid.

Gender norms: appearance expectations and discomfort around perspiration constrain strategies.

Housing & safety: night-time cooling limited by security concerns and housing conditions.

Personal coping helps: structure makes it possible

Personal adaptation

Can do

- Immediate short-term relief
- Helps at bus stops, at home, in shade
- Supports behavioral fine-tuning

Cannot do

- Cool overheated public space
- Compensate for missing shade or water
- Solve institutional rigidity or social norms

Structural adaptation

Does

- Keeps walking and cycling viable
- Makes public space usable for longer
- Reduces retreat to cooled interiors

Implication

Urban design, mobility planning and heat adaptation must be treated as one policy field.

Planning for climate-responsive neighbourhoods

1

Shade first

Continuous tree cover and shaded routes matter more than isolated cool spots.

2

Think sufficiency

Outdoor blue-green cooling can reduce reliance on air conditioning.

3

Address inequality

Heat plans must include care work, gendered norms and flexible institutions.

4

Protect active mobility

Walking and cycling need benches, fountains and route-level thermal comfort.

5

Design for use

Orientation, seating, aesthetics and location determine uptake.

If cities want heat adaptation without simply expanding mechanical cooling demand, they need better outdoor thermal environments.

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Take-home message

1 **Personal cooling helps but only within supportive environments.**

2 **Shade, trees, water and route design are mobility infrastructure.**

3 **Heat adaptation is also about inequality, institutions and wellbeing.**

Contact

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Timo Ohnmacht · HSLU · timo.ohnmacht@hslu.ch

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Sustainable Mobility Potential of Tactical Urbanism Interventions

Impact evaluation of „60 Tage Promenande“ in Winterthur

Uros Tomic, Christof Knoeri

12:10 - 12:30

Tactical Urbanism Interventions

- Urban spaces as experimental environments
- Paradigm shift from “streets for traffic” to “streets for people”
- Holistic approaches: 15 minutes city, superblocks…
- Gradualism/incrementalism: tactical urbanism
- Gap: the potential of tactical urbanism interventions to avoid trips by offering attractive local environment

Sustainable Mobility Transition

1. Avoid

2. Shift

3. Improve

Khavarian-Garmsir et al. (2023)

Pfeifer (2013)

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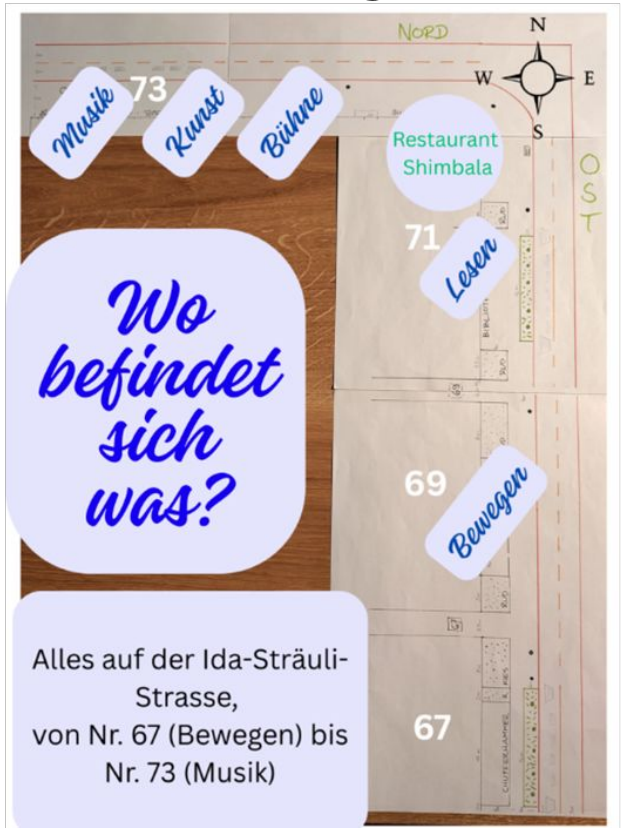
Case study

Location: Giesserei Winterthur

Intervention: «60 Tage Promenade»



Data collection and sample description

- Online survey July-August 2025
- Distribution: on-site, flyers in mail boxes
- Survey content:
  - Context
  - mobility-related questions
  - attitudes towards the intervention
  - perceived impact of the intervention
  - socio-demographics

	Study sample	Switzerland
Age	36-45[a], 46-55[a]	42.9 [3]
Female	53.8%	50.3% [4]
Household size	2.7	2.2 [5]
University degree	61.5%	31.1% [6]
Income	9'000-12'000[a] CHF	9'781 CHF [7]

	Commuting (%)	Leisure (%)
Foot	6.2	9.2
Bike	21.5	36.9
E-Bike	10.8	7.7
Public transport	26.2	18.5
Car with combustion engine	7.7	4.6
Conventional hybrid car	n.a.	1.5
E-Scooter / Scooter	1.5	1.5
Do not work	15.4	n.a.
Combination	9.2	18.5
Other	1.5	1.5

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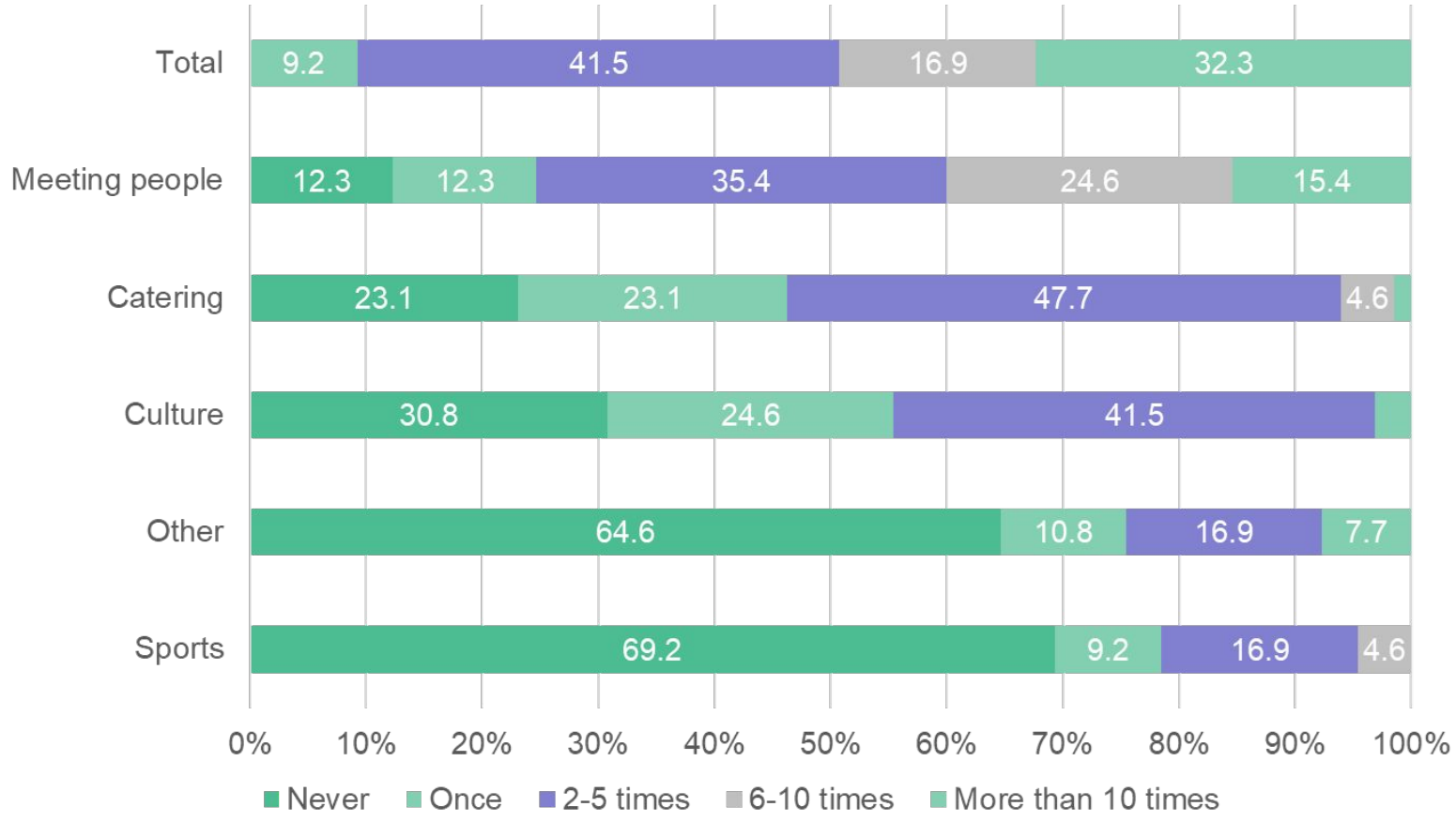
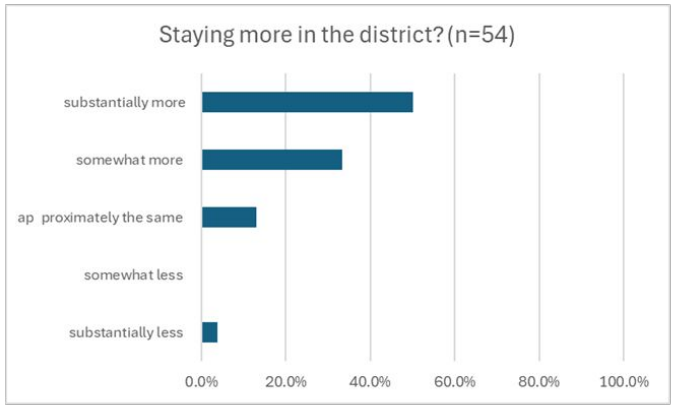
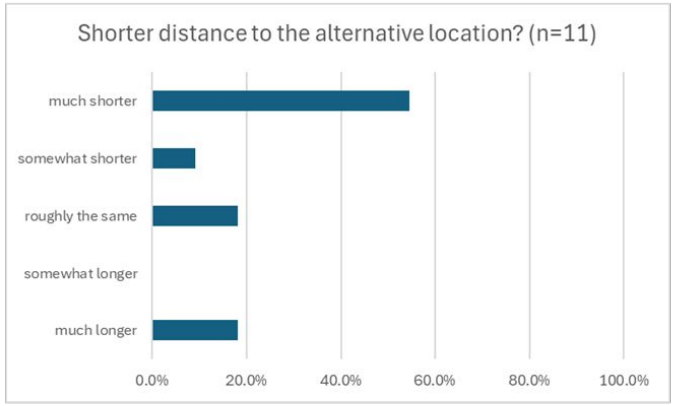
Frequency of visiting the intervention



Potential of tactical urbanism

	Residents (n=54)	Visitors (n=11)	Both (N=65)
I like spending time in the district	4.30	4.36	4.31
It would be great, if the pedestrian zone would be permanent	4.30	3.73	4.20
The intervention raised my awareness about the alternative uses of streets beyond the car traffic	3.96	3.64	3.91
The intervention offered me an impressive experience how would my street look like if the use of the street would be repurposed away from the car traffic towards other possible uses	3.98	3.55	3.91
The intervention raised my awareness regarding the order of magnitude of the space used for car traffic, which could be used for other purposes enhancing the everyday life in my district	3.85	3.64	3.82
It would be great, if the activities provided by the intervention would be permanent.	3.76	3.55	3.72
If the activities provided by the intervention would be permanent, this would substantially reduce my mobility needs	1.91	2	1.92
A permanent pedestrian zone would substantially reduce my mobility needs	1.83	2.09	1.88





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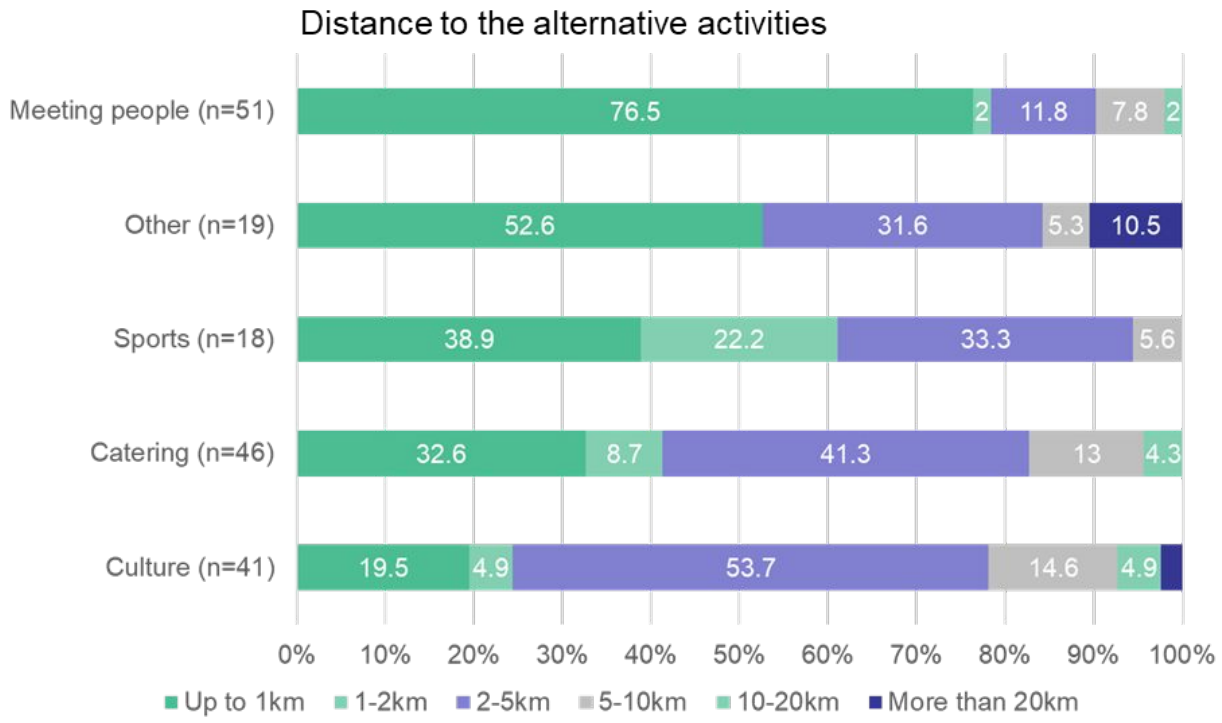
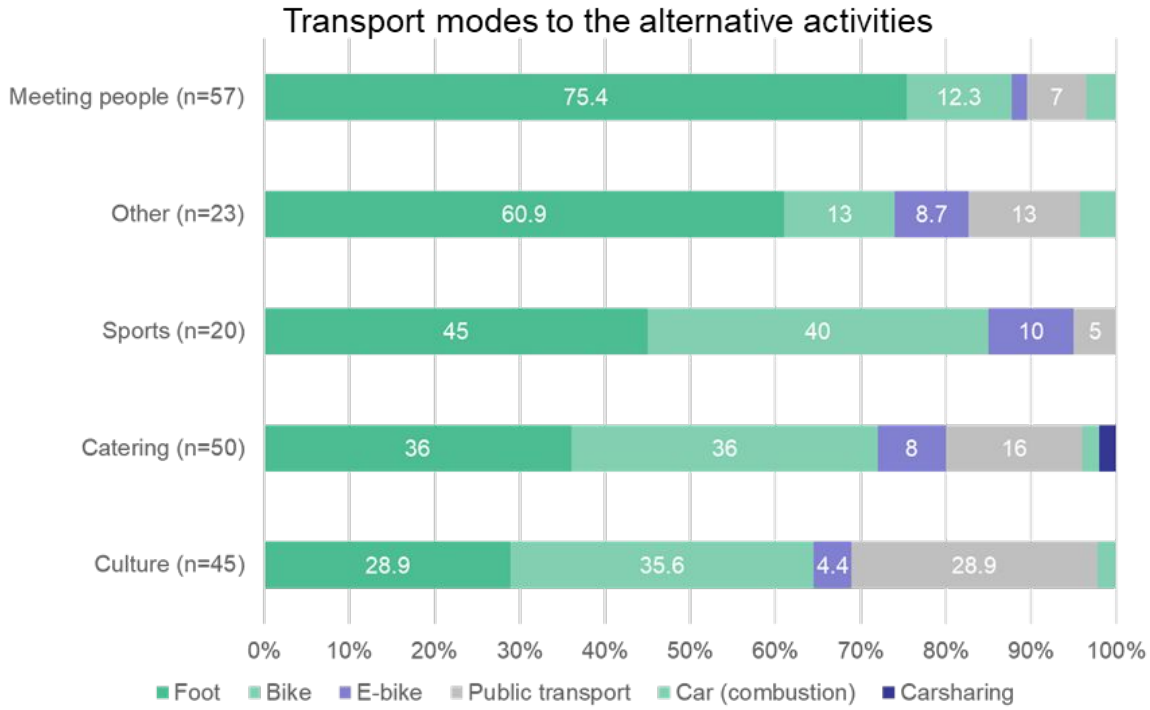
On the other hand…





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Conclusion

- Necessary to target…:
  - …activities associated with larger distances
  - …activities associated with travel by car
  - …populations whose mobility routines correspond to these patterns
- Tracking and/or longitudinal mobility panel data to complement survey-based research

Outlook

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Thank you for your attention!

Questions/comments?

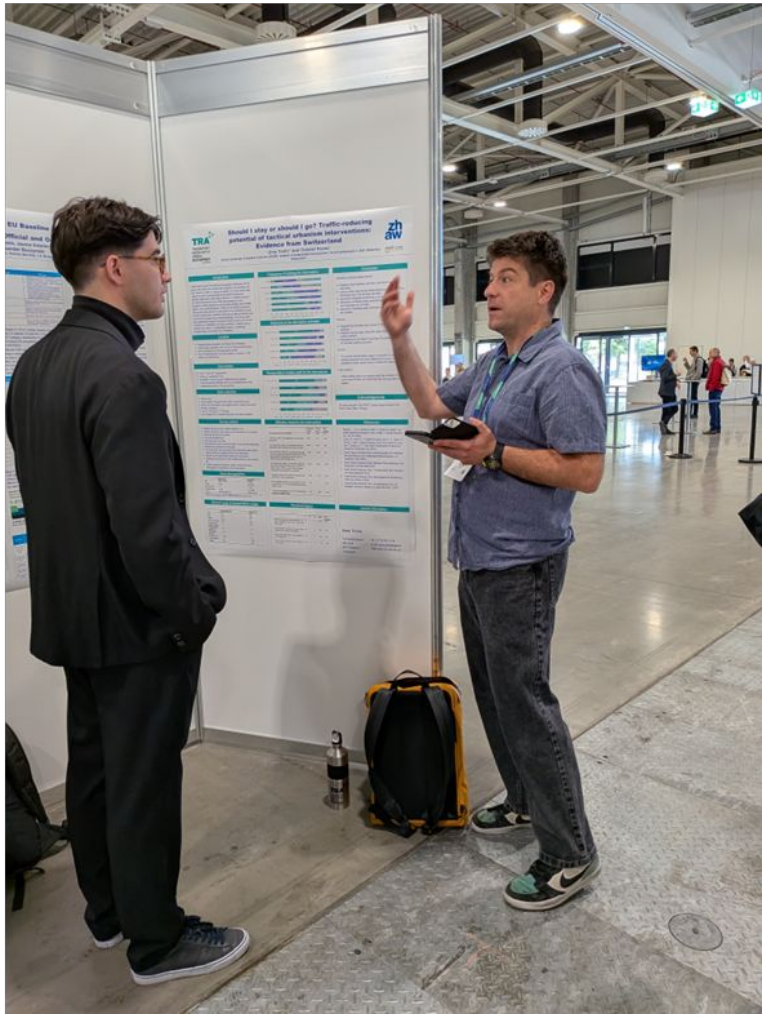
TRA 2026 Budapest – ReGeneration in Transport

Participating journal: European Transport Research Review

The Transport Research Arena (TRA) is a flagship event initiated by the European Commission and various stakeholders. Previous editions of the TRA conference have been held in Gothenburg (2006), Ljubljana (2008), Brussels (2010), Athens (2012), Paris (2014), Warsaw (2016), Vienna (2018), Helsinki (2020), Lisbon (2022), and Dublin (2024). After these successful conferences, the 11th Transport Research Arena conference was organized in Budapest (2026).

The conference addressed key areas of transportation research with specific focus on User Centered Mobility, Green Mobility and Decarbonization, Planning and Operation, Transport Digitalization. The aim of the conference was to connect academics with practitioners, bring together leading experts from across Europe, and provide opportunities for promising young researchers. The conference programme was accompanied by interesting demonstrations, innovative exhibitions, technical tours, and social events.

As part of the conference, researchers were invited to submit research papers aligned with the conference theme "ReGeneration in Transport". The most outstanding contributions were offered the unique opportunity to be published in a special issue of the European Transport Research Review (ETRR) journal. The selected articles accepted for publication received financial support from the EU funded TRA2026 project.



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Lunch break
12:30 - 13:45