

Research Critique

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# Sustainable Mobility Promotion During COVID-19

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## Abstract

With the recent COVID-19 pandemic in the Republic of Korea, surveys have reported rising issues with physical inactivity and obesity, social isolation, and economic depression. We analyzed the implications of active mobility and attuned it towards Korean society, exploring the possible scenarios, cases, and policies. Our research recommended active mobility to be an effective solution.

**Keywords:** active mobility, COVID-19, sustainable transport

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## Methods

Originally, the keywords used in Google Scholar were COVID-19, active mobility, and physical activity. To add more depth, active transport and active travel were inserted later on. The physical activity guideline, socioeconomic and environmental mechanisms were explored by scouring through documents published by various institutions and local authorities. Other cases about active mobility were summarized, while policy interventions, such as utilizing active travel to school were suggested.

## Results

Sustainable Transport strives for the development of efficient methods of personal mobility on three major fronts: economic growth, environmental preservation (13 SDGs), and social development. Since the emergence of COVID-19, cases of sustainable active mobility have increased; countries utilizing WHO's Health Impact Assessment (HIA) to find ways to improve health and well-being. Based on the recent development of Information and Communication Technology (ICT), infrastructure, and the legal system in Korea, the country needs to implement safe methods for active mobility to develop further.

## Discussion

Sustainable mobility could positively address the problems that arose with the emergence of COVID-19. Using good cases with a careful application to Korean society is necessary. Some policy interventions including active travel to school could be applicable with careful preparation and participation. Prudent advocacy from the government is also needed to promote new regulations.

Table 1. Existing Sustainable Mobility Measures on Most Populated Italian Cities.

City	Sustainable Urban Mobility Plans	Bike Plans	Mobility Sharing Programs	Tactical Urbanism Actions	Municipal Bike Agency
<b>Rome</b>	Approved	Approved	Active	Presents	Not presents
<b>Milan</b>	Approved	Not approved	Active	Presents	Not presents
<b>Naples</b>	In progress	Not approved	Active	Presents	Present
<b>Turin</b>	Approved	Approved	Active	Presents	Present
<b>Palermo</b>	In progress	Not approved	Active	Not presents	Present
<b>Genoa</b>	Approved	In progress	Active	Not presents	Not presents
<b>Bologna</b>	Approved	Approved	Active	Not presents	Present
<b>Florence</b>	Approved	Not approved	Active	Presents	Not presents
<b>Bari</b>	Approved	Approved	Under construction	Not presents	Not presents
<b>Catania</b>	Not approved	Not approved	Not active	Not presents	Not presents

Note: Cities were able to create a homogenous and environmentally aware community and most have been able to embrace sustainable mobility strategies, like cycling and walking.

### Critique

When we read about COVID-19 rapidly spreading across Europe, especially Italy, both researchers were alarmed at the news. As time passed, we were intrigued by the quick reaction of the governments to guide their cities from electric vehicles to sustainable transport. Through this paper, we were able to learn more in-depth details about Italy's big cities and how they achieved homogeneous awareness regarding sustainable mobility (Table 1). Was COVID-19 the trigger? However, due to the different socioeconomic aspects between Italy and South Korea, the root cause was difficult to discern. We would recommend that future research addresses more comprehensive aspects for foreigners to learn from the study.

### Reference

Barbarossa, L. (2020). The post pandemic city: Challenges and opportunities for a non-motorized urban environment. An overview of Italian cases. *Sustainability*, 12(17), 7172. doi:10.3390/su12177172



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