

«Public transport certainly played a role in accelerating the epidemic spreading in urban areas. Turning to cars would be a cure worse than the disease. In addition to exacerbate congestion, climate change, degradation of urban quality, occupation of public spaces, road accidents, returning to cars would be the restarting of polluting air emissions, which we understood to be among the main causes of the extreme vulnerability of people to the effects of the virus infection.

Health and flexibility are the solution.

Walking and cycling is the best recipe for a healthy community that builds well-being and defences for all the illnesses to come.

Flexibility of the city times is the key, by the de-synchronization of jobs, schools, universities, commercial and industrial activities. Avoiding space and time concentration of traffic flows still remains the basic strategy of mobility management. It is always the most efficient solution to use infrastructures and services, not just in Covid-19 times.

Public transport must turn into flexible transit too, by fixed route transit services with required booking and flexible route services on demand to avoid crowding. We must get the benefits of a large availability of ICT platforms that can dynamically match transport demand and supply, while assuring safe vehicle's load factor, traceability of safety procedures and people health.

The University of Catania is giving his contribution by advising the city decision makers to build an emergency cycling and walking network, taking also the chance to experiment in advance the feasibility and acceptability of an active mobility revolution, which has become now inevitable.

The great topics of climate change and sustainable development did not disappear because of the virus. They all derive from the fragility of our society. Big part of our future will be based upon our capability to provide answers to these challenges at the global level, while managing with individual responsible actions at local level».