

PROJECT

## POSETIV

### Potential of S-pedelects as an effective mobility alternative

#### *Potenzial von S-Pedelects als effektive Mobilitätsalternative*

**Funding:** National (Austria)

**Duration:** Feb 2018 - Jan 2020

**Status:** Complete



#### Background & policy context:

Many commuters resort to forms of mobility that are harmful to the environment, in particular their own cars, for their daily commute to work. New, environmentally friendly and active modes of transport, like S-Pedelects (fast electric bicycles), represent an effective, innovative and active form of mobility and could encourage more commuters, even those with longer distances to cover, to travel to work using resource friendly modes of transport that are not harmful to the environment and are also good for their health. At present, the legal situation regarding the registration of S-Pedelects and their use of the bicycle infrastructure is complicated and varies from country to country.

Similarly, no research has as yet been conducted into the impacts of S-Pedelects for road safety, their possible target groups and corresponding transfer potential and suitable incentive systems for their use, and any correlations between these aspects. It is to be assumed that the different and complicated (in comparison to other bicycles and traditional Pedelects) rules/bans on the use of S-Pedelects will damage their social acceptance and deter potential users, thus preventing them from attaining their actual usage potential.

#### Objectives:

The goal of the 'POSETIV - Potential of S-Pedelects as an effective mobility alternative' project is to systematically study the potential of S-Pedelects for commuters and derive suitable measures at both the individual and the political level to make better use of their potential to change mobility behaviour. In a first step, data on the mobility behaviour of 100 commuters with an affinity for motorised private transport from Vorarlberg (Rheintal area), Salzburg (city/surrounding area) and Burgenland (rural area around Eisenstadt) will be gathered. The study participants will then be provided with a Pedelect-25 and an S-Pedelect, each for a period of two weeks.

#### Methodology:

Using new app-based mobility behaviour survey and qualitative research methods (e.g. in-depth interviews, mobility journal), the transfer potential of S-Pedelects and push/pull factors that favour such a transfer will be studied in depth in practice for the first time. A conflict analysis will be used to identify the impacts on road safety, link these to actual locations and thus determine any effects of a potential use of bicycle infrastructures. Results and insights:

- Identification of factors that influence a mobility transfer.
- Insights into special impacts of S-Pedelects on road safety in conjunction with a possible use of bicycle infrastructures and legal aspects.
- Identification of barriers to the use of S-Pedelects.
- Derivation of suitable measures, strategies and concepts for a safe and efficient use of S-Pedelects taking relevant stakeholders into account.

#### Parent Programmes:

[MOTF - Mobility of the Future](#)

**Institute type:** Public institution

**Institute name:** FFG - Die Österreichische Forschungsförderungsgesellschaft

**Funding type:** Public (national/regional/local)

**Other programmes:** 9. Ausschreibung Fahrzeugtechnologie & Personenmobilität

**Lead Organisation:**

**Kuratorium Fur Verkehrssicherheit**

**Address:**

Siebenbrunnengasse 21  
VIENNA  
Austria

**Partner Organisations:**

**Kairos - Institut Fur Wirkungsforschung Und Entwicklung**

**Address:**

Kirchstraße 35  
6900 Bregenz  
Austria

**Technologies:**

Electric road vehicles  
E-bike concept

**Development phase:** Validation

**STRIA Roadmaps:** Transport electrification, Smart mobility and services

**Transport mode:** Road transport

**Transport sectors:** Passenger transport  
Societal/Economic issues, Environmental/Emissions aspects,

**Transport policies:** Safety/Security

**Geo-spatial type:** Other