

An aerial view of a city street at night, showing a tram system with several trams on the tracks. Pedestrians are walking on the sidewalks, and cars are visible on the road. The street is illuminated by streetlights, and buildings are visible in the background.

**PTV GROUP**

the mind of movement

## 5th Cyprus Sustainable Mobility and Intelligent Transport Conference

Re-thinking / Re-Designing - Urban mobility landscape

Examples from other European Countries

Dr Uwe Reiter

[www.ptvgroup.com](http://www.ptvgroup.com)

# SUSTAINABLE URBAN DEVELOPMENT



Land Use  
Spatial  
Development

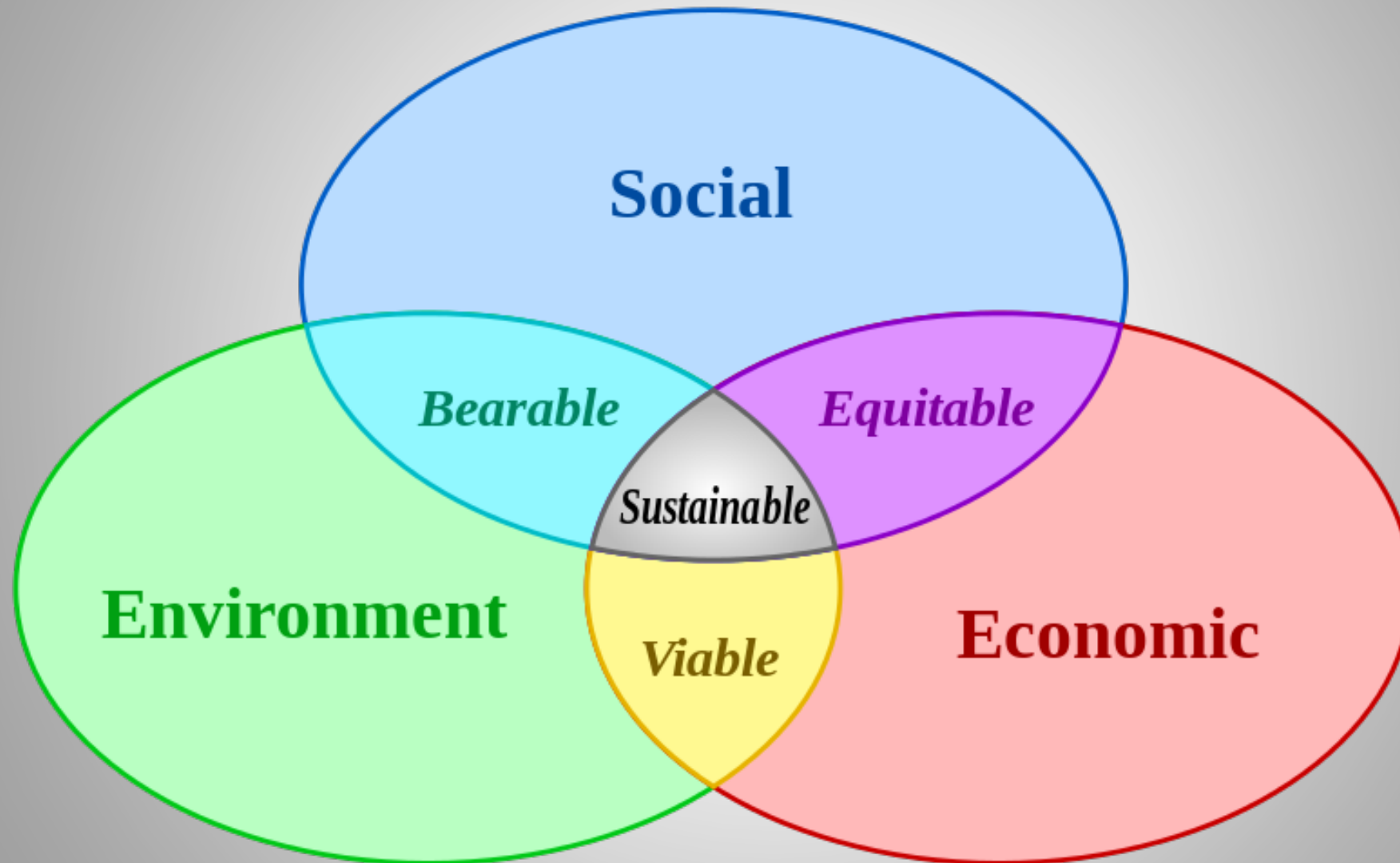
Transport  
System

Economic  
Development

The Environment



# IMPACTS OF MOBILITY ON THE SUSTAINABLE DEVELOPMENT



# IMPACTS OF MOBILITY ON SUSTAINABILITY IN OUR CITIES

## **Natural Environment** (and man-built environment)

- ▶ Emission of Greenhouse Gases ( $\text{CO}_2$ ), of Pollutants (CO, HC,  $\text{NO}_x$ ), of Particles ( $\text{PM}_{10}$ )
- ▶ Production of secondary pollutants ( $\text{O}_3$ )
- ▶ Emission of Noise
- ▶ Consumption of Energy, consumption of non-renewable resources (fossil fuels)
- ▶ Surface consumption, land-use, urban sprawl



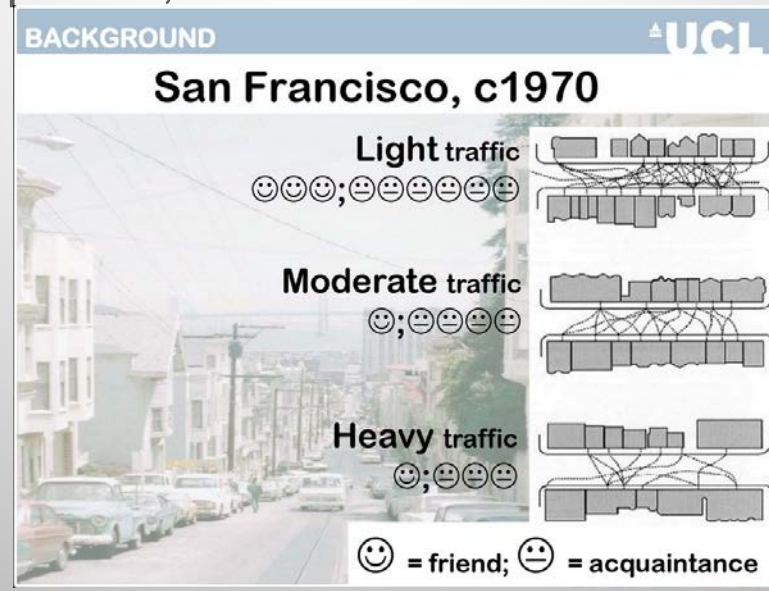
# IMPACTS OF MOBILITY ON SUSTAINABILITY IN OUR CITIES

## Social Development

- ▶ Road safety, accidents, casualties
- ▶ Community severance, barrier effect, visual impact, urban quality, quality of life
- ▶ Social life, freedom of children
- ▶ Accessibility, participation in social life

## Economic Development

- ▶ Congestion, impact on other road users, increased travel times, “lost” times
- ▶ Economic development, work places, incomes



# SUSTAINABILITY AND SUSTAINABLE URBAN MOBILITY PLANNING

## Sustainable (Urban) Mobility

- ▶ Is **not just about replacing the traditional car by electrical cars**
- ▶ It requires a **paradigm change** in transport planning, urban planning, land-use planning
- ▶ It requires a **change of behaviour**
  - About how we move, how far we move, how often we move, what transport mode we use

Less trips  
Shorter trips  
Local products

Use of  
Public Transport

Less use of the car

More walking  
More cycling

More attractive  
City centres

Distribution of goods  
by non-motorised modes

Better accessibility  
by PT, by walking and cycling  
than by the car

# SUSTAINABILITY AND SUSTAINABLE URBAN MOBILITY PLANNING

## Sustainable Urban Mobility Planning (SUMP)

- ▶ Is **more than** adding some sustainable aspects to traditional **transport planning**
- ▶ SUMP is a process
  - **A participatory process**
  - Including all relevant authorities, institutions, transport service providers, interest groups,
  - The general public – all of us:
    - Raise **A**wareness;
    - Increase **A**cceptance;
    - Change **A**ttitudes;
    - Encourage to take personal **A**ction



# IS THE HYPOTHESIS OF RETHINKING MOBILITY APPLICABLE IN CASES, WHERE SUMP JUST STARTED?

- ▶ Rethinking mobility and urban design assumes implicitly
  - Highly developed transport systems
  - A certain saturation of transport supply (full basic accessibility)
  - Underlying intentional planning ideas (in order to change or improve them)
  - Fully institutionalised transport planning
  - Public Awareness
- ▶ Starting from scratch and reaching the targets of a sustainable urban mobility after first planning step, is, following the experiences of some SUMP in Romania, at least difficult (a growth dilemma)
- ▶ The outcome should be assessed versus the huge amount of basic requirements and the difficult starting point (a direct comparison to highly developed Western Europe transport systems would be unfair)



# EXAMPLES FROM OTHER EUROPEAN COUNTRIES

## Regaining road space

- From parked vehicles,
- From moving traffic,
- From noise,
- From pollution,
- From accident risks and
- From separation effect

## For

- People
- Social activities
- Lingerin, meeting friends
- Quality of urban life



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### For

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## EXAMPLES FROM OTHER EUROPEAN COUNTRIES

### Regaining road space

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- From accident risks and
- From separation effect

### For

- People
- Social activities
- Spaces for life
- Quality of urban life



# EXAMPLES FROM OTHER EUROPEAN COUNTRIES



➔ From separation effect

# EXAMPLES FROM OTHER COUNTRIES

## Ahmedabad, India



## EXAMPLES FROM OTHER COUNTRIES

TIME SQUARE  
NEW YORK

- BEFORE



## EXAMPLES FROM OTHER COUNTRIES

TIME SQUARE  
NEW YORK

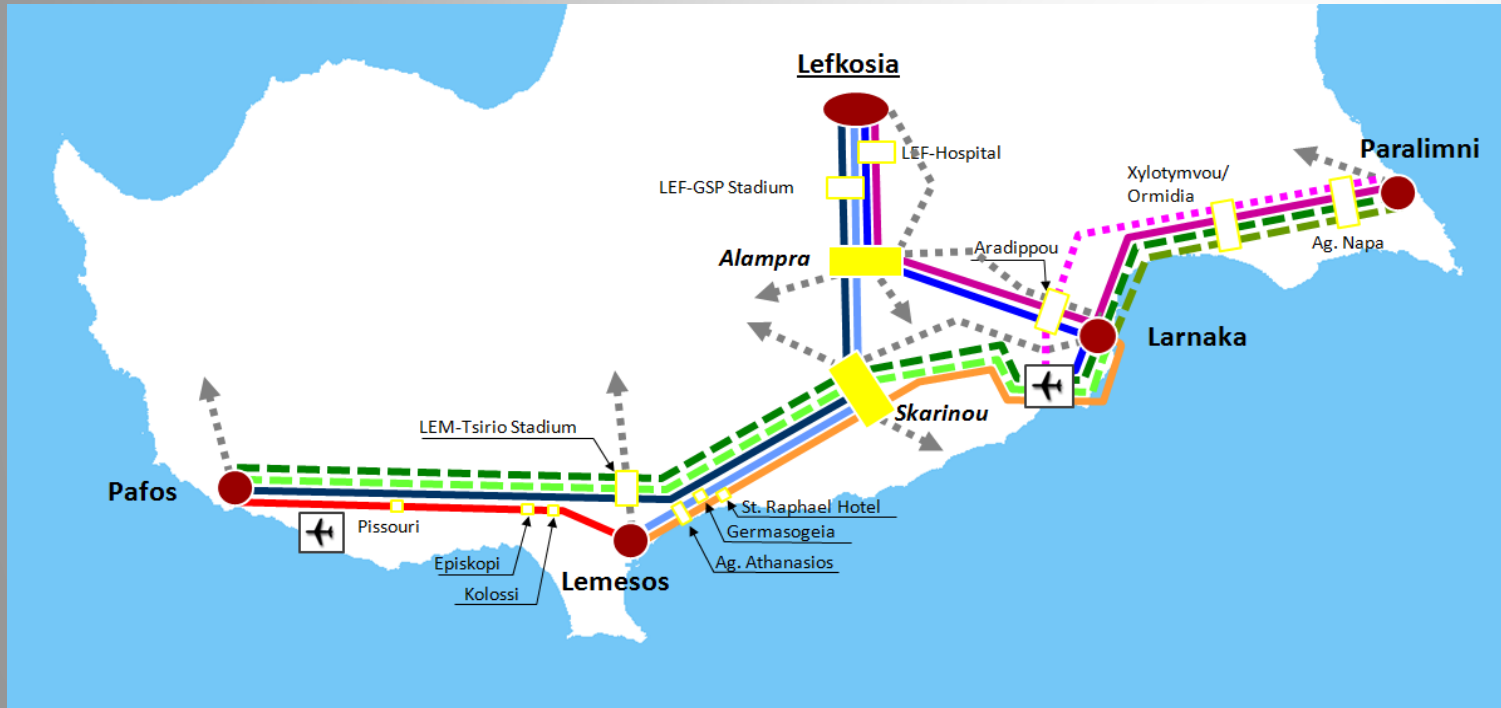
- AFTER



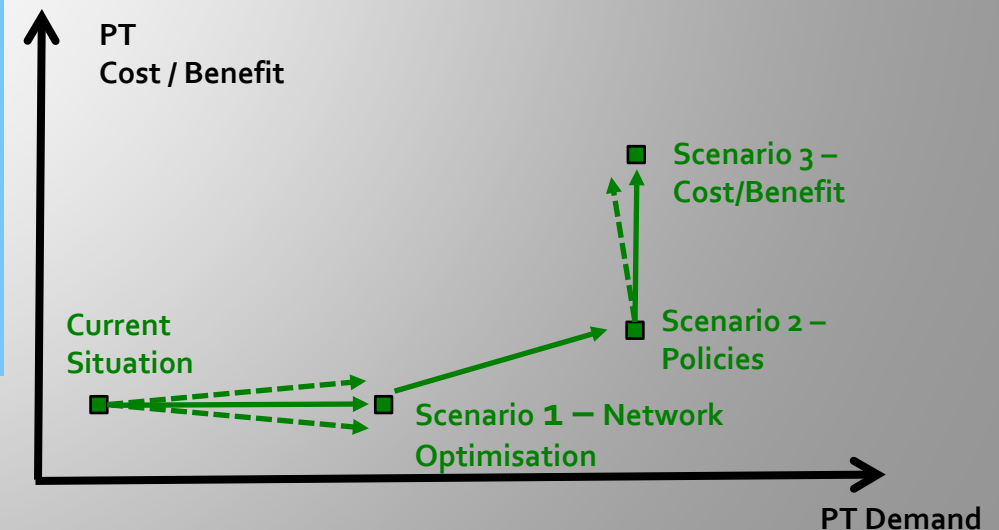
# OUR EXPERIENCES IN CYPRUS



## Planning of Inter-Urban Public Transport in the TransEuropean Network (TEN-T) of Cyprus



## Development of the Scenarios



# THE CHALLENGES IN LIMASSOL

- Car accessibility – cars parking everywhere
- What about accessibility by public transport?
- And by non-motorised modes?



# THE CHALLENGES IN LIMASSOL

The Centre of the City cut-off from its major asset: the seaside promenade

- ▶ 4 lane trunk road all along the Seafront
- ▶ 2 pedestrian bridges
- ▶ Traffic signals





# THE WAY FORWARD

## Analyse current conditions

- ▶ Current demand, current traffic conditions...
- ▶ Current and potential future problems and issues

## Participatory process

- ▶ Involve administrations, institutions, stakeholders
- ▶ Convince of sustainable mobility approach
- ▶ Agree on strategies, solutions, measures and policies

## Planning and Implementation

- ▶ Determine impacts of strategies and identify the best strategy
- ▶ Plan the implementation



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