

# Urban Agenda for the EU: Sustainable mobility and urban planning

Constantinos Tringides, Planning Officer  
Department of Town Planning and Housing, CY



# Urban Agenda for the EU

- **New form of Urban Policy making in the EU:**
  - Agreed on 30 May 2016 at the informal meeting of Ministers responsible for Urban matters (**Pact of Amsterdam**).
  - **Multi-stakeholder / multi-level experts cooperation:** Cities, Regions, Member States, EU organizations, EC and experts.
  - Work in thematic **Partnerships** to deliver **Action Plans**.
  - **Bottom-up approach: Cities** at the **start of policy making** chain.



5<sup>th</sup> Sustainable Mobility Conference, 16-17 May 2017, Nicosia



# Urban Agenda for the EU: Objectives

- To achieve at EU, national, and local level:
  - **Better Regulation** (e.g. reduce administrative burden of EU legislation).
  - **Better Funding** (e.g. simplify rules of funding programs/ instruments).
  - **Better Knowledge** (improve knowledge base and data exchange).



5<sup>th</sup> Sustainable Mobility Conference, 16-17 May 2017, Nicosia



# Urban Agenda for the EU:

## 12 Themes @ 12 Partnerships

Amsterdam (2016)	Bratislava (2016)	Malta (2017)
Air Quality	Jobs and Skills	Climate Adaptation
Housing	Circular Economy	Energy Transition
Urban Poverty	Digital Transformation	<b>Sustainable Use of Land and Nature-Based Solutions (CY)</b>
Migrants and Refugees	<b>Urban Mobility (CY)</b>	Innovative and Responsible Public Procurement



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# Urban Agenda for the EU: Partnership Urban Mobility (PUM)

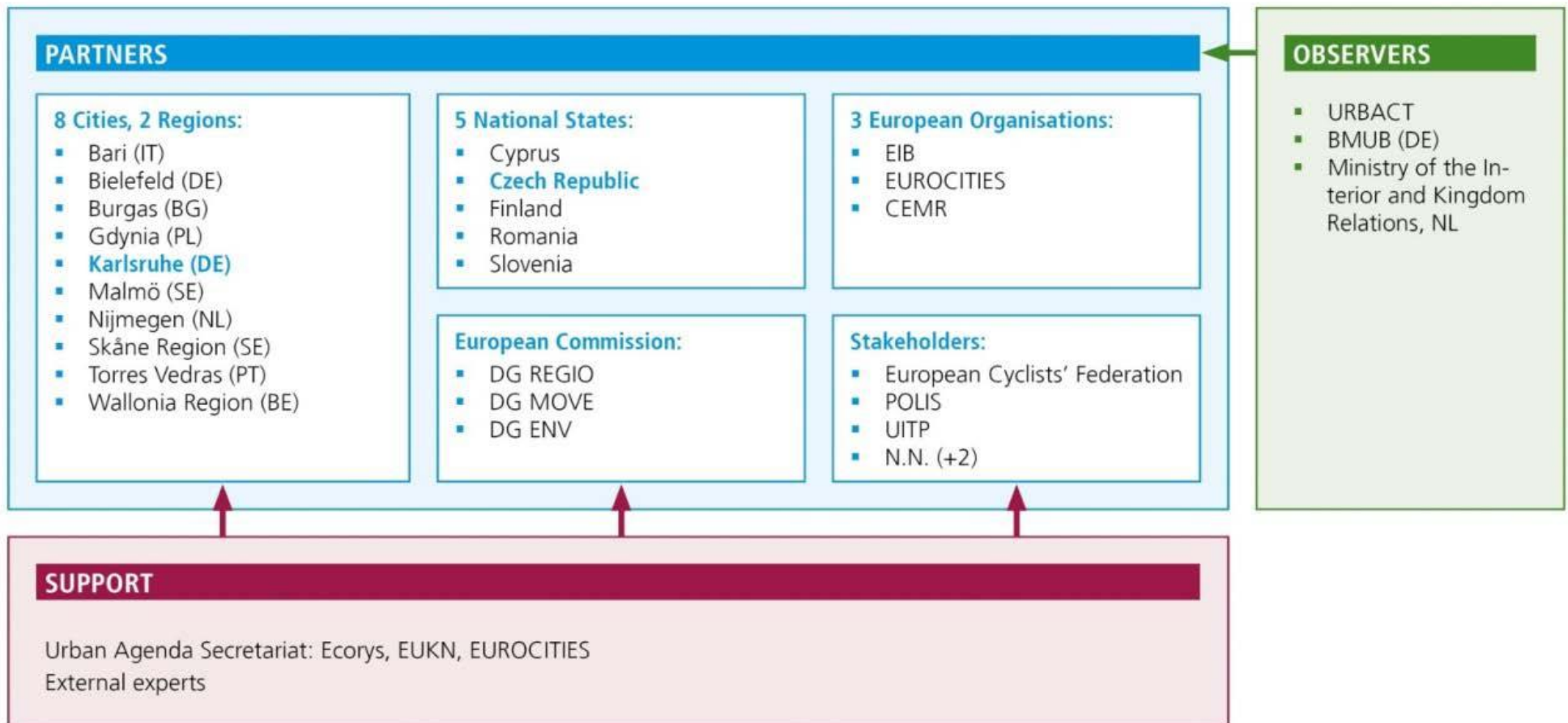
- **Commenced:** February 2017, 3-year working programme.
- **Objective:** “To have a sustainable and efficient urban mobility”.
- **Formulate** an “**Action plan on urban mobility**” regarded as...
- A non-binding **contribution** to the **revision** of existing and the **design of future** EU legislation, instruments and initiatives.
- **Monitoring** of implementation of Action Plan (2019-2020).



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# Urban Agenda for the EU: Partnership Urban Mobility (PUM)



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# Urban Agenda for the EU:

## PUM: Starting point (challenges)

- **Congestion:** €110 bln lost each year in EU
- **Climate change:** 23% of CO<sub>2</sub> emissions (transport)
- **Public health:** bad air quality (NO<sub>x</sub>, PM emissions) and lack of physical exercise → >400.000 premature deaths/year in EU
- **Road accidents:** 36% of fatalities in urban areas (CY: 53%: 1/3 peds)
- **Use of space by motorized vehicles:** could otherwise be dedicated to green areas, public space, bike paths, commercial and residential uses.



5<sup>th</sup> Sustainable Mobility Conference, 16-17 May 2017, Nicosia



# Urban Agenda for the EU:

## PUM: Starting point (policy framework)

- Existing EU strategies/ legislation on Urban Mobility:
  - 2007 - **Green Paper** on Urban Mobility
  - 2009 - **Action Plan** on Urban Mobility
  - 2011 - **White Paper** on Transport (chapter on Urban Mobility)
  - 2013 - **Urban Mobility Package** (sets out concept of **SUMPs**)



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# Urban Agenda for the EU:

## PUM: Starting point (policy framework)

White Paper on Transport (2011): **3** out of 10 goals are **urban**:

- **Halve** the use of **conventionally fuelled cars** in urban areas **by 2030**, **phase them out by 2050**.
- Achieve **CO<sub>2</sub>-free logistics** in major urban centers **by 2030**.
- **Road safety** (urban and rural): move **close to zero fatalities by 2050**.  
(Interim EU target: **halve casualties by 2020**).



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# Urban Agenda for the EU:

## Partnership Urban Mobility (PUM)

- 4 Thematic/ Working Groups:
  - WG1: **Active modes** of transport (walking, cycling) and **use of public space (CY)**
  - WG2: Innovative solutions and **smart mobility**
  - WG3: **Public transport** for the city/region and multi-modality
  - WG4: **Governance** (horizontal WG)



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# WG1: Active modes of transport and use of public space

- **4 focus sub-topics:**
  - Improved **land-use planning**
  - Better **design** and **management** of **public space**
  - Promoting and enabling **behavioural change**
  - Improving active mobility **infrastructure**
  - 2 horizontal topics: **road safety** and **accessibility**

# WG1: Active modes of transport and use of public space

- **Improved land-use planning:**
  - **Planning** that promotes **short distance travel** (to reduce need for car travel):
    - **Compact development/** population & employment density
    - **Mixing land use**
  - **Integrated Land-use/ Mobility** strategic planning:
    - Land-use Plans – SUMPs
    - Planning at metropolitan level (fragmented vs. integrated)
  - **Bicycle-friendly development** (bike facilities, bike-2-work schemes)
  - **Disincentives for car use** (e.g. reduce parking supply/ set **max** requirements)

# WG1: Active modes of transport and use of public space

- **Better design and management of public space:**
  - **Reallocation** of public space towards cycling/walking.
  - Provide **quality cycling/walking** infrastructure (improved design, protected from extreme weather, maintained, self- **and** law-enforced).
  - **Low speed** urban environment (e.g. 30kph default speed limit).
  - **Cycling infrastructure** for every new urban road project. (e.g. **conditional** EU/national funding: based on indicators)

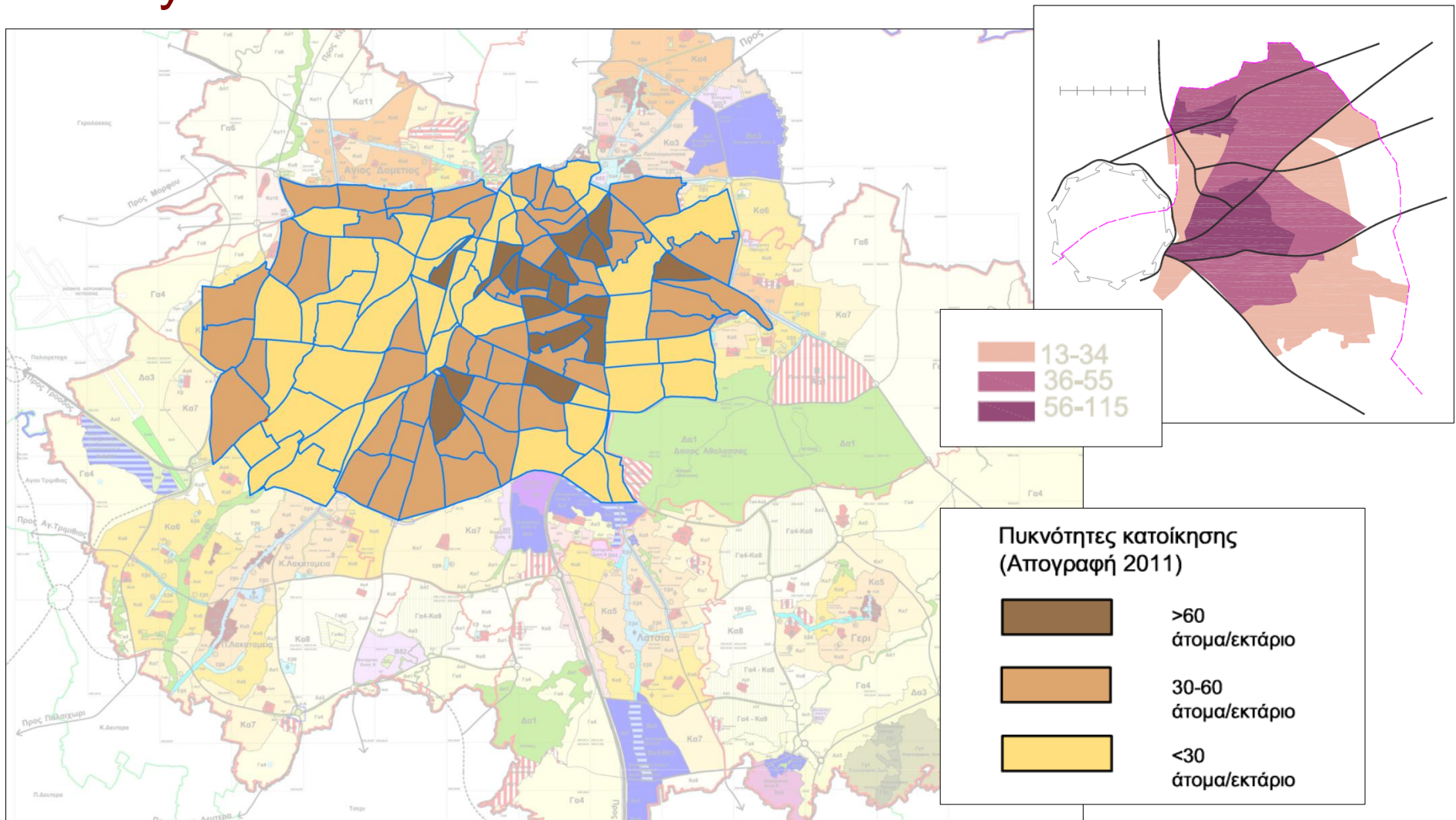
# WG2: Innovative solutions and smart mobility

- **Main focus/ challenges:**
  - How **tax legislation** can promote smart modes.
  - **Integration** of multiple providers (regional/ cross-border level).
  - Common standards/ best practices to develop **open smart data** (APIs).
  - **Mobility as a service** (sharing vs. owning: car/ bike sharing).
  - **Innovation moves faster** than regulation and funding.
  - **Adapt to ever-changing environment** of innovative vehicles.



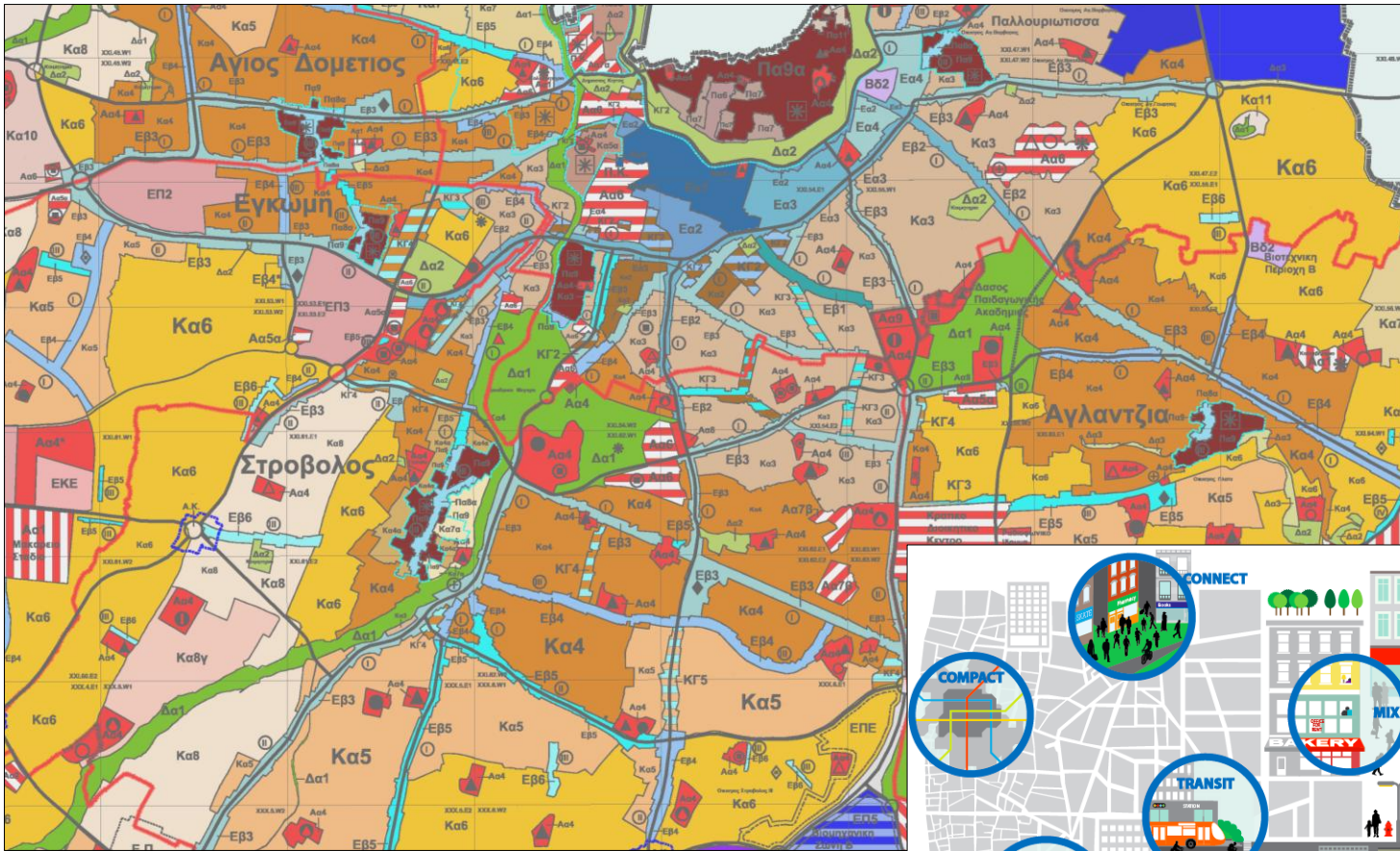
# Improved land-use planning: Cyprus

## Density



# Improved land-use planning: Cyprus

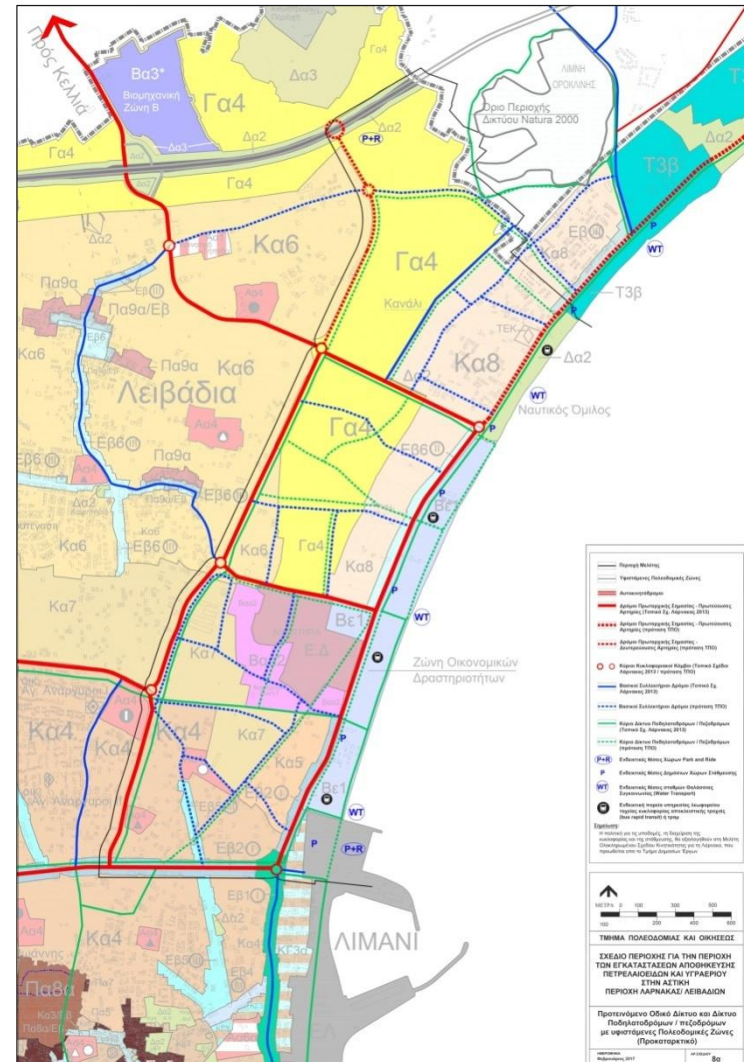
## Land-use mixing





# Improved land-use planning: Cyprus

## Cycling (and walking) infrastructure network planning

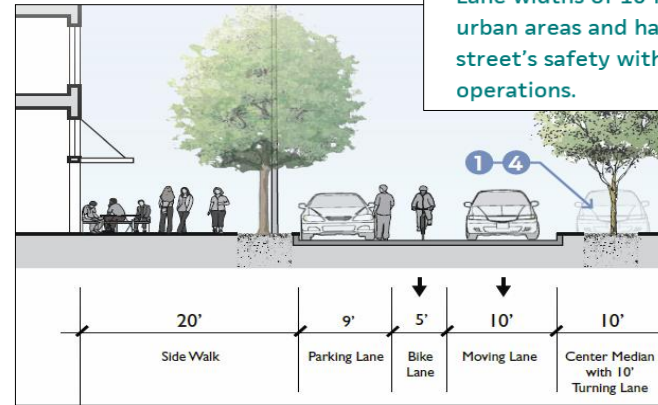
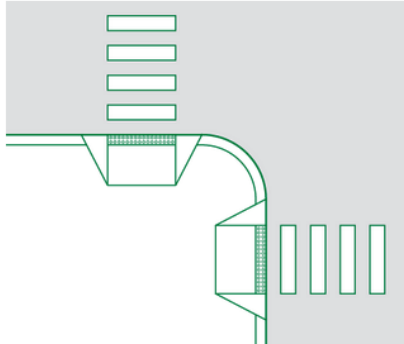




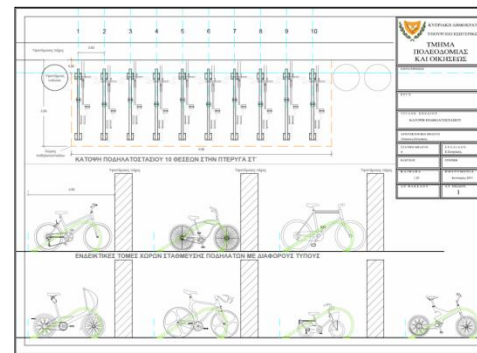
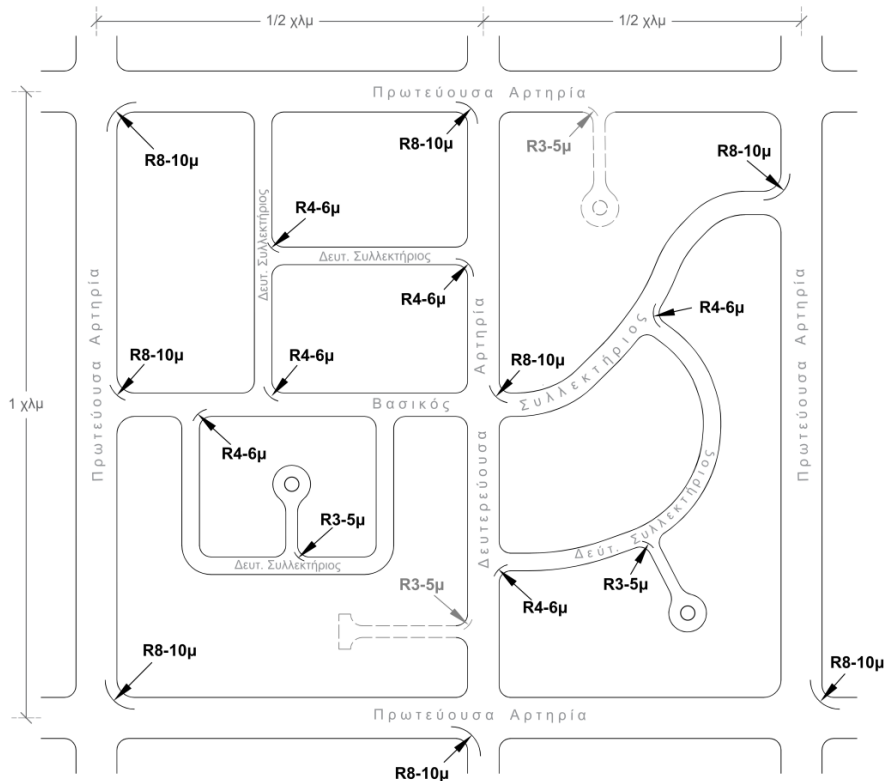
# Improved public-space planning: Cyprus

Modernization of **design standards & planning regulations** to favor low vehicle speeds and encourage cycling & walking

A smaller curb radius expands the pedestrian area, allowing for better pedestrian ramp alignment.



Lane widths of 10 feet are appropriate in urban areas and have a positive impact on a street's safety without impacting traffic operations.



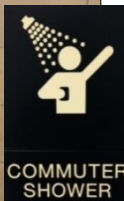
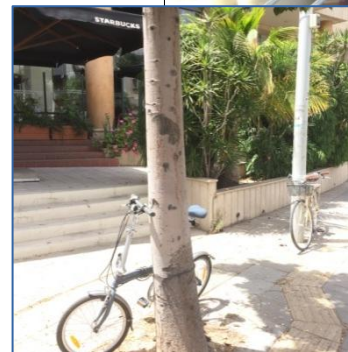
Availability of adequate facilities



Access to showers



Access to lockers



COMMUTER SHOWER

# Improved public-space planning: Cyprus

## Planning regulations to promote e-vehicles (and e-bikes)

- 1 e-vehicle **charging point** per 100 parking spaces.  
(+ 5% **power provision**)
- **Power provision** at every parking space in **residential buildings**.





<https://ec.europa.eu/futurium/en/urban-mobility>

<https://youtu.be/tAbKL4T52Qs>

[www.moi.gov.cy/tph](http://www.moi.gov.cy/tph)



**URBAN  
AGENDA**

