29-30 Οκτώβριος 2026 | Συνεδριακό Κέντρο Φιλοξενία
Λευκωσία, Κύπρος

8ο Συνέδριο
Βιώσιμης Κινητικότητας
και Ευφυών Συστημάτων
Μεταφορών

Ολοκληρωμένες Πολιτικές για τη Βιώσιμη Αστική Κινητικότητα: Ευρωπαϊκές Εμπειρίες και το Αστικό Εργαστήριο της Λεμεσού

Integrated Policies for Sustainable Urban Mobility: European Insights and the Limassol Urban Lab

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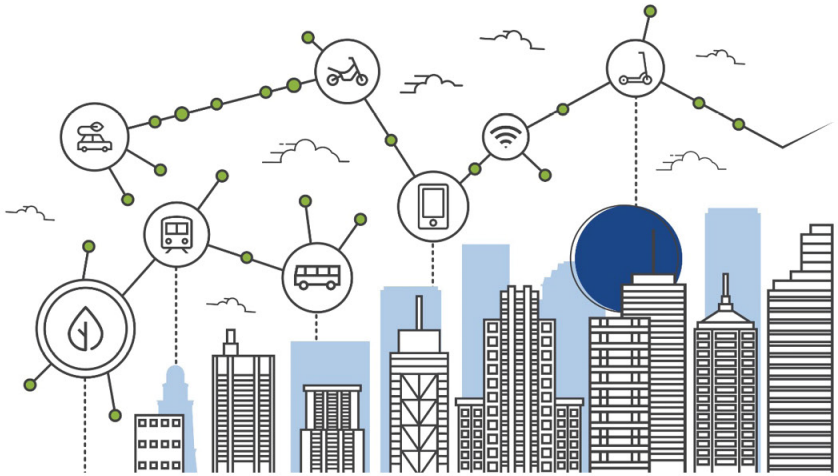
MaaSLab



Το Συνέδριο υλοποιείται στο πλαίσιο του Προγράμματος Πολιτικής Συνοχής «ΘΑΛΕΙΑ 2021-2027» με τη συγχρηματοδότηση της ΕΕ.

Με τη συγχρηματοδότηση της Ευρωπαϊκής Ένωσης

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Limassol already knows what to do

91.8%

of all trips in Limassol are made by private car

Targets already adopted

2030	climate-neutral city (EU Cities Mission, Climate City Contract)
>20%	public transport share of trips (today 1.8%)
>10%	cycling and micromobility share (today 0.7%)

The strategy exists; the challenge is delivery

PolicyMix4Mobility: partners and approach

Driving Urban Transitions (DUT) Partnership · 15-minute City pathway · 2025–2027

Research partners

- IÖW, Berlin (DE) — coordinator
- Aalborg University (DK)
- MaaSLab (CY)

Cities and public bodies

- Limassol (CY)
- Odense (DK)
- Fürstenwalde/Spree (DE)

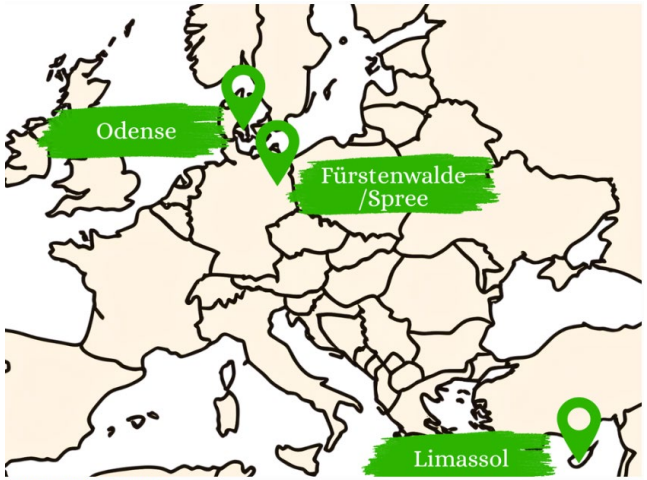
Civil society

- VCD – Verkehrsclub Deutschland (DE)

Methods:

- case studies (documents + interviews)
- policy-mix modelling
- urban labs (co-creation)
- Urban Mobility Forum

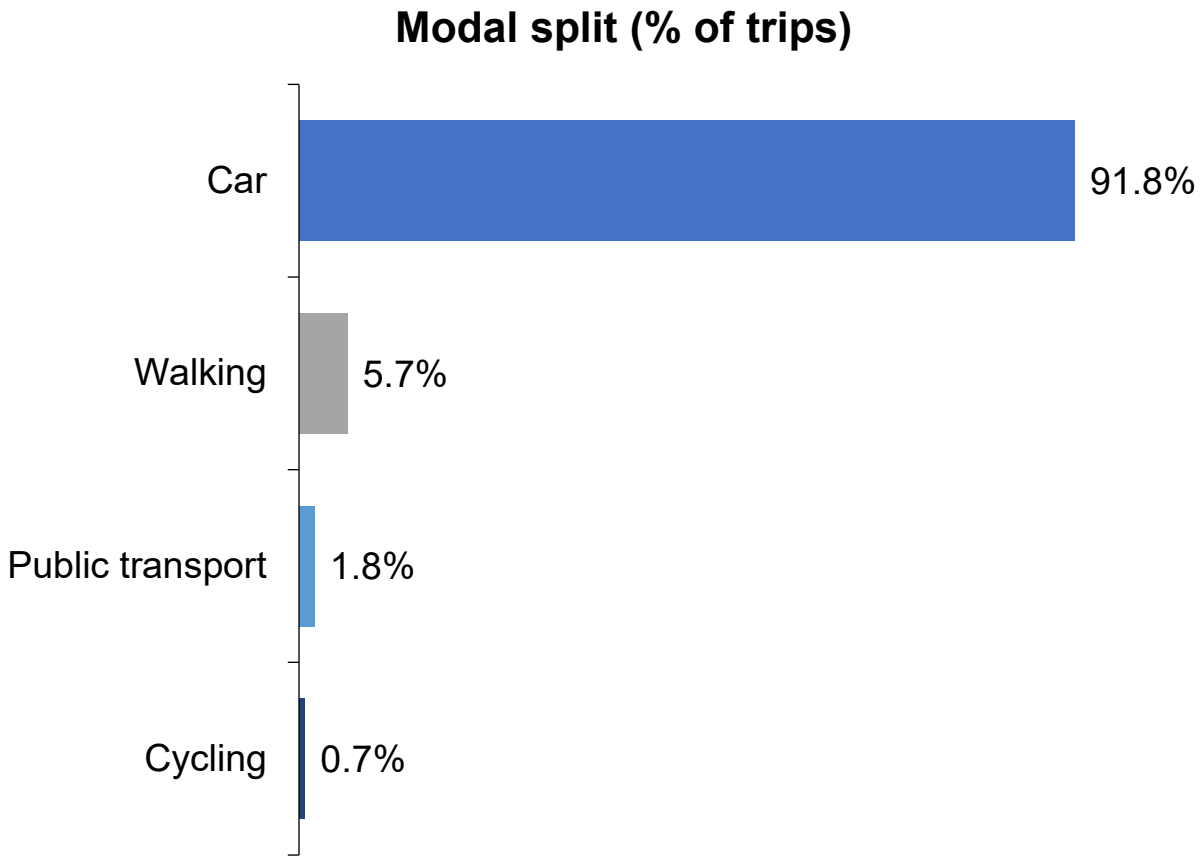
City	Starting point	Urban lab focus
Odense (DK)	45% of trips on foot or by bike	Active mobility for social inclusion: cross-sectoral mixes (health, housing)
Fürstenwalde/Spree (DE)	52% of trips by car	Cycling concept and station mobility hub
Limassol (CY)	92% of trips by car	Institutional innovation: co-creating a transport authority



PolicyMix4Mobility – Partner Cities

https://www.policymix4mobility.eu/project/

Starting point: a car-dominated city



~1,000 km

road network, ~900 km of it one lane per direction

1.5 km

pedestrianised streets (historic centre)

17 km · 15 km

footways · cycle infrastructure (whole study area)

27%

of city emissions come from transport (194,825 tCO_2eq, 2018)

Source: PolicyMix4Mobility case study of Limassol (2026), based on the SUMP and Climate City Contract documents.

A layered policy mix, mostly ‘pull’ instruments

Strategic frameworks

- Climate City Contract & Action Plan: climate-neutral by 2030
- Sustainable Urban Mobility Plan (SUMP), functional urban area
- Local Plan and Limassol Centre Area Scheme
- Polycentric Scenario Strategy
- National Energy and Climate Plan (NECP)

Instruments since 2014	Examples	Type
Traffic regulation	One-way streets in the centre; 30 and 20 km/h zones; on-demand transport	Push + pull
Active mobility	Wider pavements; cycle network; Aktaia Odos pilot path	Pull
Accessibility	Access for people with disabilities; tactile paving	Pull
Green and public space	Garyllis Linear Park; Gauguin Street park; links to the seafront	Pull
Regeneration and pedestrianisation	Heroes Square; Ermou Street; parking removed at Syntagmatos Square	Push + pull

Still mostly in plans: smart parking management and pricing, bus priority, mobility hubs, park-and-ride. The ‘push’ side of the mix is thin.

Analysis: 5 core policy documents with 43 annexes and maps; 10 semi-structured interviews (Municipality, Public Works Department, bike-sharing operator; 5 women, 5 men).

Finding 1: strong strategy, fragmented delivery

Actor	Controls
Limassol Municipality	Secondary streets: one-way schemes, pedestrianisation, public space
Ministry of Transport, Communications and Works	Bus routes, frequencies, concessions, shelters
Public Works Department	Bus lanes, cycle infrastructure, bus stations, major SUMP works
Department of Town Planning and Housing	Land use and regulatory plans
District Local Government Organisation	New body; responsibility still being clarified
Police	Enforcement

Approval chain for a typical project



Citizens hold the Municipality responsible, even where it lacks control.

"The key issue is not simply for cooperation to exist, but for it to function as an integrated system." — Interview, Limassol Municipality

Finding 2: a feasibility filter favours ‘pull’

The filter: funding fit (EU calls, state grants) · number of approvals and veto points · political risk across electoral cycles · expected reaction of residents and businesses

Moves forward: additive (‘pull’)

- New cycle paths and upgraded sidewalks
- Mobility hubs and Green Routes
- Pilots and tactical urbanism (e.g. Aktaia Odos)

Stalls: restrictive (‘push’)

- Parking restrictions and pricing
- Reallocating road space away from cars
- Access restrictions in the centre

Result: a mix that leans on ‘pull’. Interviewees: without parking restraint, infrastructure alone will not create lasting change.

Funding: EU projects make pilots possible, but many end when the funding ends.

Finding 3: change is accepted once people experience it

Proof on the ground

- **Aktaia Odos:** tactical urbanism turned a run-down area into a walking and cycling corridor
- **Green Routes:** mobility, greenery, shade, public space and behaviour change in one network
- **WeeDRIVE:** fewer car trips at school times, because parents trust it
- **NextBike:** 12 years of bike-sharing operation; more people cycling to work and for daily trips

When participation really counts

- **Early:** before the design is fixed
- **Specific:** street- and household-level, for different user groups
- **Visible:** it leads to changes people can see

10+ consultations were held in 2025–2026

“Consultation should improve decisions, not replace the need to make and implement decisions.” — Interview, Limassol Municipality

Finding 4: inclusion is a precondition, not an add-on

Heat and shade

In Limassol’s climate, walking and cycling without shade excludes children, older people and people with disabilities. Urban cooling is a justice issue.

Gender and safety

Women plan journeys around personal safety. Mothers and carers fall back on the car when alternatives feel unsafe or unreliable.

Public transport as a social service

For pupils, students, pensioners, immigrants and people with disabilities, the bus is often the only option.

Reducing car dependency must mean genuine alternatives, not only restricting cars.

The Limassol Urban Lab: institutional innovation

Focus: co-creating a coordination mechanism for the Limassol metropolitan area

Why: responds to Finding 1 (strong strategy, fragmented delivery): many actors, no single owner
Who: national level (ministries and authorities), local level (municipal departments)

1. Set the stage
Structure the challenge: barriers and gaps in the policy mix

→

2. Agenda and goals
Agree how the policy mix should improve

→

3. Co-creation
2-4 workshops, e.g. visioning and action planning

→

4. Reflection
Review outcomes and impacts

Status: [TO COMPLETE: activities held so far and emerging options]

Output: Urban Lab report and action plan (2027), shared through the Urban Mobility Forum

The Limassol Urban Lab: 1st workshop in a nutshell

Traffic Management

Score: Highest total score (148 pts)

Comment: Combines effectiveness with political ease and ITS technology.

Parking Management

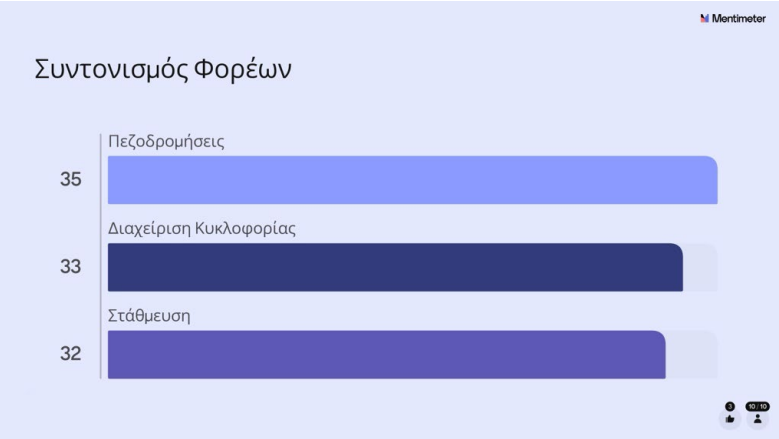
Comment: Strong disincentive tool

Feasible but requires cultural shift and coordinated enforcement.

Pedestrianization

Comment: Highest coordination demand

Needs careful stakeholder management and public education.

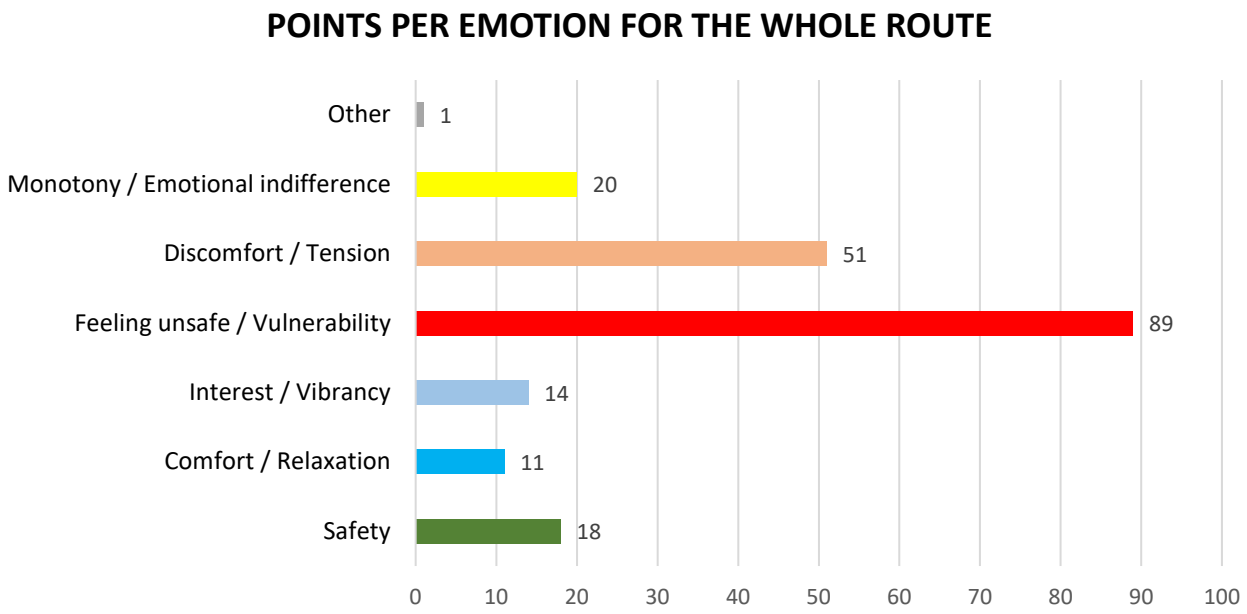








The Limassol Urban Lab: 2nd workshop in a nutshell



Feeling unsafe / Vulnerability

1) Obstacles & Space Management (e.g., illegal parking, occupation of public space, obstacles to movement)

2)Infrastructure & Accessibility (e.g., sidewalk width/condition, ramps, tactile paving, pedestrian crossings)

Οδηγίες: Έως εδώ - Από εδώ

Discomfort / Tension

1) Infrastructure & Accessibility (e.g., sidewalk width/condition, ramps, tactile paving, pedestrian crossings)

2) Obstacles & Space Management (e.g., illegal parking, occupation of public space, obstacles to movement)

3) Road Traffic & Safety (e.g., vehicle flow and speed, road safety), Environmental Conditions & Microclimate (e.g., shade/trees, thermal comfort, noise, odors, cleanliness)

Οδηγίες: Έως εδώ - Από εδώ

Five lessons for mobility-oriented urban development

1 **Pair every ‘pull’ with a ‘push’**

New alternatives together with parking and road-space management

2 **One owner per action and KPI**

Clear responsibility across the municipality and the state

3 **From pilots to programmes**

One funded mobility programme with timelines, not separate projects

4 **Present change as better places**

Shade, greenery and seating alongside any change to access

5 **Make progress visible**

Public project register, dashboards and monitoring after implementation

Funding

The project EP/DUT/0923/0106 is implemented under the programme of social cohesion “THALIA 2021-2027” co-funded by the European Union, through Research and Innovation Foundation (within the Driving Urban Transitions program).















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Ευχαριστώ για την προσοχή σας!

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MaaS Lab

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