



EUROPEANMOBILITYWEEK

16-22 SEPTEMBER 2024

Theme of the year: **Shared Public Space**

With over 70% of Europeans living in urban areas, public space has become scarce in many cities. A place where all people, transport modes and activities have sufficient space offers more social equity, more road safety, less noise, less air pollution, and a better quality of life. Therefore, sharing public space brings many benefits to society.

Vulnerable road users account for 70% of urban road fatalities, so it is essential to prioritise this group when allocating public space. To encourage people to walk and cycle more often, there should be more high-quality dedicated infrastructure, and traffic rules which prioritise pedestrians and cyclists.

Public authorities have the tools to implement policy and infrastructure changes that support a permanent shift to sustainable mobility. Ultimately, the cities we live in are shaped by the individual choices we make.

Let's work together to improve Shared Public Space!

Shared public space & the goals of EUROPEANMOBILITYWEEK:

- Improving the quality of urban life and promoting people-centred infrastructure
- Complementing other EU initiatives, such as REPowerEU and the European Green Deal
- Facilitating the use of cleaner modes of transport and promoting behavioural change by providing suitable infrastructure, networks, conditions, and destinations for active mobility and public transport

1. Experiencing public space in a different way

Public space is for everyone! It should be available for all to use safely and enjoy, allowing for personal mobility as well as social interaction.

Make sustainable mobility visible: Promote alternatives to car ownership and educate about transport options that could be used to meet the same goals, e.g. asset sharing (bicycles, cars, e-scooters, etc.), cargo bikes, public transport and, in particular, walking. Sustainable modes and the principle of “use it – don’t own it” help reduce road congestion, dependence on automobiles, and the space needed for parking all types of personal transport. Dynamic kerbside management plans can also be implemented for efficient usage of space, which can be used for various purposes.

Lead by example: Public authority staff, government officials, and city contractors should use incentives that encourage sustainable and active transport choices. This allows them to lead by example, experience sustainable transport policy in action, and raise awareness on the need for high-quality dedicated infrastructure. Municipal fleets and public transport should also receive sufficient funding to upgrade to cleaner and more efficient vehicles.

Protect, respect: Campaigns, space planning and regulations should draw attention to respect for the most vulnerable – such as children, pedestrians, people with reduced mobility, and active transport users.

Shape public space around priorities for the future: Public space has existed within cities and towns throughout the ages. It can evolve to prioritise more sustainable and inclusive mobility, in particular walking and cycling.



Right of way: The rights of all people, including active transport users, those with disabilities, and vulnerable groups in general should not be negotiable. Space should be shared in a fair way and, in particular, all non-pedestrians should ensure respect for pedestrians and people with reduced mobility.

Co-creation: Co-creation means bringing the community, stakeholders, and the general public into the process to collaborate. Ideally, this takes place from the very beginning. Talking with neighbours about the context and the wishes of the local community encourages engagement. This also helps gather a range of perspectives, ideas, potential barriers to overcome, and generally increases the odds of acceptance.

Re-establishing 'Third Places': Third places provide opportunities for comfortable, low-cost socialising outside the home and work environment, such as parks, community centres, pubs, and cafes. Such places are ever more important in the public realm for quality of life and mental well-being.

2. Redeveloping urban space together

When redeveloping urban space, the local community needs to be involved, and consideration should be given to the different users and transport modes. This will help to allocate space in transport networks to suit the local context and for all modes to co-exist.

3. School streets: Creating safe space for active travel

Creating safe school streets is not only important for the safety of our children – these initiatives support a generational transition towards safer active mobility.

Re-route local traffic away from schools: Create an initiative between the municipality and local school districts to support access for pedestrians, cyclists, and public transport. Heavy motorised traffic around schools should be discouraged.

Share best practice examples: There are many noteworthy examples to help create safe school streets, such as national-level road signs, and providing sufficient active transport parking and access. These could be replicated at the local level.

Educate parents and childcare providers: School pick-ups and drop-offs often perpetuate traffic problems, which could be resolved by speaking with parents. Safe spaces for children can be created by introducing car-free zones or other targeted policies.

Teach the next generation: It is important to learn about road safety, and to encourage groups of students and parents to share the enjoyment of walking and cycling to school, using safe routes.

Ensure accessibility for all users: When designing streets, intersections, and multimodal hubs, ensure accessibility for all users, including families of all ages, and people with disabilities. This includes considerations such as width of space, proximity, and speed of traffic, as well as physical elements of public transport (e.g. lifts, level of platforms, vehicle access, etc.).

4. Planning and designing safer streets

The planning and design of safer streets involves consideration of all residents and transport modes. Urban planners should be (re)educated to balance road space allocation, and to protect vulnerable road users. Organisations should also keep this in mind when preparing mobility management plans.

Upgraded road safety policy: Look at countries with successful national strategies to protect vulnerable users and support collective and active transport. Implement relevant concepts locally, where possible.

Enforce parking rules: Traffic rules must be maintained to suit the context, and appropriate resources must be allocated for the enforcement of parking regulations. This includes car parking, and safe parking for e-scooters and bicycles - to ensure safe passage for all.

Balanced allocation of road space: Avoid infrastructure that blocks or removes space from active transport to accommodate other modes. This includes signage, lighting, parking, and charging stations.

Support at the neighbourhood level: Reduce speeds to 30 km/h. Create safe cycle routes that are physically protected from motor vehicles. Increase the capacity and operating hours of public transport. Gather public feedback. Reach out to local organisations to develop mobility management plans.