

26 MARTIE 2026

# CONFERINȚA CHIȘINĂU 2040

**PUG**  
**CHIȘINĂU**

DIRECȚII STRATEGICE, PROVOCĂRI ȘI  
OPORTUNITĂȚI ÎN CONTEXTUL ELABORĂRII  
**PLANULUI URBANISTIC GENERAL**



26 MARTIE 2026

# CONFERINȚA CHIȘINĂU 2040

PUG  
CHIȘINĂU



REIS, YELDA UN-HABITAT

**Sustainable Mobility Planning as a  
Structural Driver of Balanced  
Urban Growth**

# Key Driver for Balanced Urban Development

**Mobility not follow development** — it shapes urban development, structural backbone of land use.

- Mobility corridors define growth direction.
- Utilities determine density potential.
- Accessibility determines opportunity distribution and connectivity between residential and working areas.

## **What is Balanced Development?**

- Polycentric urban structure
- Equal access to opportunities
- Integrated land use, mobility, and utilities
- Reduced travel distances and improved connectivity

# The Core Problem: Integration

## In many cities:

- Mobility planning is done separately.
- Utilities planning follows technical logic.
- Land use planning follows political logic.
- Balanced territorial development requires integration:
  - Land Use + Mobility + Utilities + Phasing + Finance.
  - Without integration: Infrastructure investments reinforce imbalance.

## Results:

- Inefficient and disconnected land use investments
- Urban sprawl
- Increasing inequality

# The Solution: Integrated Planning (SUMP)

## Sustainable Urban Mobility Planning (SUMP)

- People-centered (not car-centered)
- Integrates all transport modes
- Links mobility with land use
- Long-term + strategic + flexible

SUMP is usually represented by a concrete strategic **document**

Each city is asked to find its own **language** and branding of the process and document

It **integrates** all transport modes with land use and environmental policies

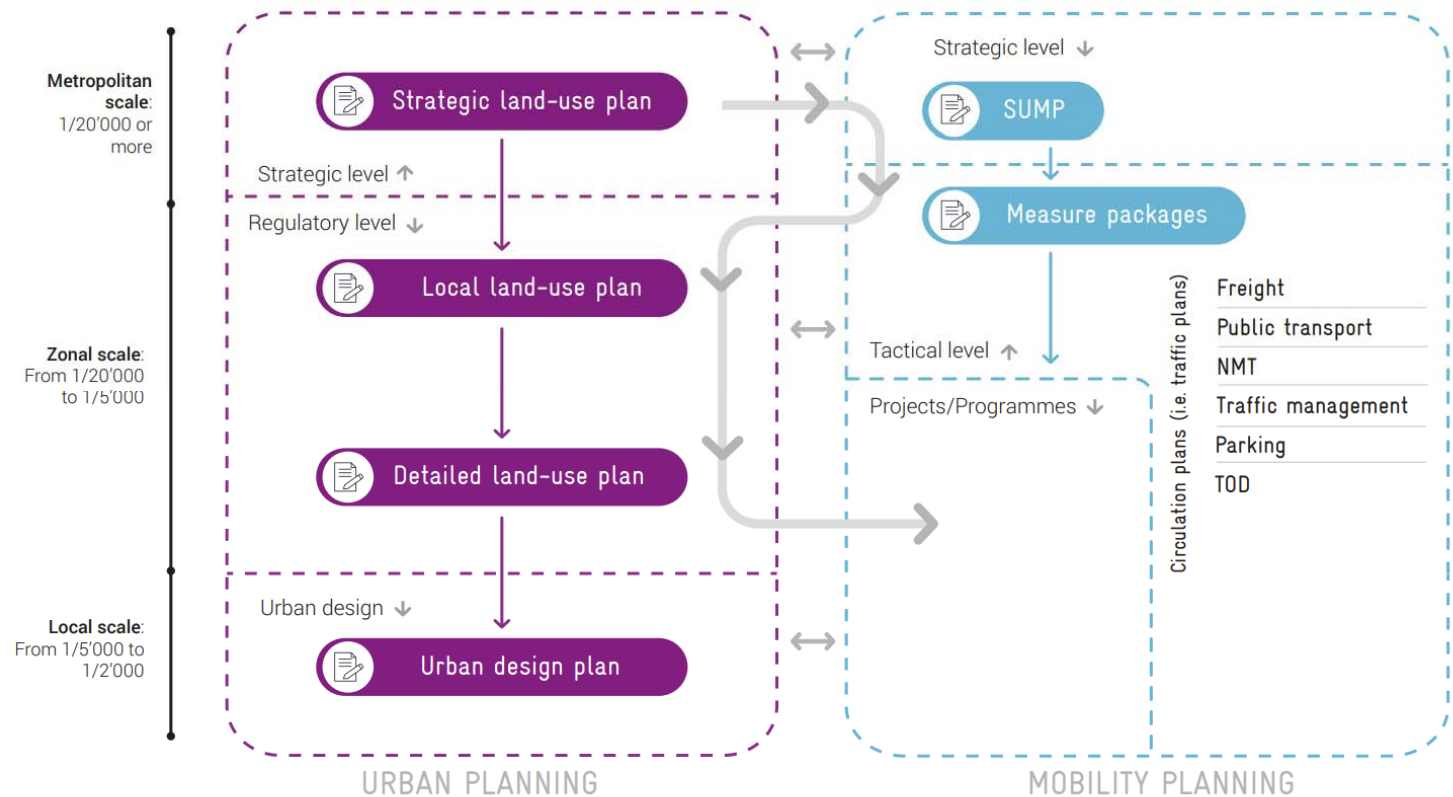
It builds on **existing planning practices** e.g., transport master plans or zoning plans

It emphasises participation, monitoring, and flexibility

- ✓ **Sustainable:** the mobility needs of present and future generations are met at the municipal and regional level.
- ✓ **Strategic:** a process is in place, not just a plan.
- ✓ **Integrated:** mobility planning has established a variety of links (spatial, sectoral, temporal).

# CHIȘINĂU 2040

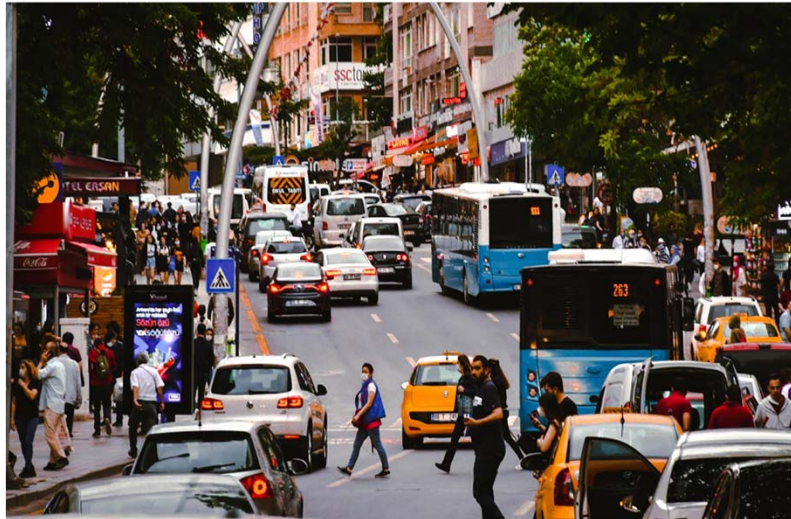
## The Solution: Integrated Planning (SUMP)



## How it works in Practice

- **Transit-Oriented Development (TOD)**- a planning approach that concentrates compact, mixed-use, walkable and connected land use functions.
- **Multimodal systems** (PT + walking + cycling)
- **Data-driven planning**
- **Phased infrastructure investment**

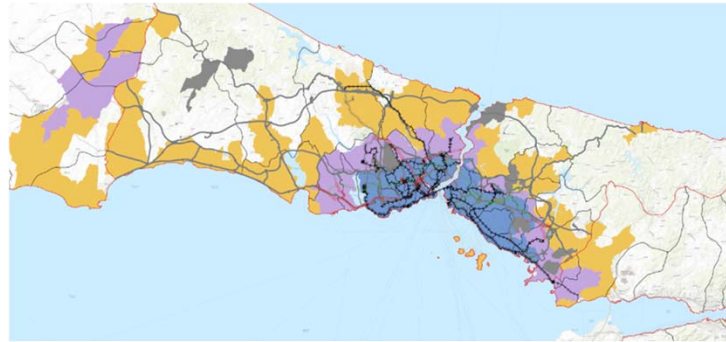
From a car-dependent urban life...



...to a human-centred city: active mobility



# Example 1: Istanbul SUMP- Pilot Projects



- 3 Low Emission Zones
- Traffic Calming, Pedestrianization and Healthy Streets
- Improving Accessibility to piers
- Identifying 3 new maritime routes
- 250 km of Cycling Route
- 120 km of Bus Priority Routes



Identifying specific projects to achieve SUMP1 objectives.



Detailed design of projects so they are ready for construction



Identifying financing and funding sources



Implementation Plan

## Example 2: Wien-Healthy Streets

- **Design Tools: Transform existing tree-lined, high-traffic routes into pedestrian areas.** limited or no through-traffic, expanded seating, public life, and commercial activity
- The key idea is that **green infrastructure becomes far more valuable when combined with traffic calming and pedestrianization.**

Mariahilfer Street, Wien





## Chișinău: Key Observations

- Radial mobility structure
- Strong central urban gravity
- Weak lateral connectivity
- Growing suburbanization pressures

### Opportunity:

- Align ongoing General Urban Plan (GUP) and existing SUMP to rebalance growth
- Transport Model established- opportunities for decision making and investment priorities.

# UNDA Project-Move Safe+

**Start Date** | April 2024

**End Date** | June 2026



“To strengthen the **capacity** of local and national governments in the Western Balkan, Eastern Europe, and Central Asia Regions on **sustainable urban mobility planning** - and long-term, robust **investment decisions** – resulting in enhanced **proximity and connectivity** for all while reducing climate emissions and road fatalities.”



# UNDA Project-Move Safe+

## **Project focus area: GUP-SUMP Alignment in Chisinau**

This process represents an important opportunity to embed sustainable mobility principles into long-term territorial planning, while identifying strategic priorities for improving connectivity, strengthening multimodal transport systems, and supporting resilient and equitable urban development.

- 1- Mobility recommendations for the GUP strategic/vision component
- 2- Geocoding of SUMP measures and joint technical review for land regulation integration
- 3- Assessment of GUP spatial/territorial proposals and mobility impact guidance
- 4- Support for policy briefs preparation for SUMP institutionalization

## Key Takeaways

- Land use and mobility must be planned together (SUMP vision-targets-measures)
- Compact and mixed-use development reduces travel demand
- Best SUMP is an implemented SUMP
- Public transport investment should guide urban growth
- Integrated planning improves sustainability and resilience



CHIŞINĂU 2040

**Thank you**