

# ALLOCATING ROAD SPACE FOR CYCLING AND WALKING



Similar to all big cities/metropolises, Constanta's mobility system developed during the last decades as a mix of thousands of private cars, public transport, freight, and pedestrian. Simultaneous, the designated infrastructure kept its architecture, prioritizing the motorized traffic over public transport, pedestrian and use of alternative ways of mobility.

The purpose of the measure was to identify the proper mix on using roads space in Constanta and its metropolitan area with a special focus on the safety of road users and improve public transport safety, performance and availability.

## CONTEXT & CHALLENGES

The magnitude of the measure represents a challenge for the city of Constanta that has to elaborate a strategy that is tackling, on long term, the whole mobility system in the city and, in the same time, contributes to a mentality shift in the transport behaviour of the citizens.



The activities implemented are focused on:

**A. A thorough analysis:** Regarding the actual road functions and users, with special focus on the central area of the city, located in the proximity of the port area and the important administrative, educational, commercial and leisure centres. Streets are classified spatially and temporally, as city centre streets can change function over 24 hours and appeal to different population segments.

**B. Action plan on road space reallocation:** The plan is proposing an action plan consisting of concrete measures for road space reallocation in the city centre of Constanta, starting from the SUMP vision and objectives

**C. Testing out activities:** The measures proposed in the action plan are tested out and evaluated by short/medium/long term implementation, with the scope of integrative approach of sustainable mobility measures with a focus on allocating road space for cycling and walking in the city centre.

The main challenge is the perception and resistance of citizens and public/private institution in implementing drastic and short-term measure that have will change the mobility behaviour and will show positive effects on medium and long term.

## RESULTS - FINDINGS - LESSONS LEARNED



The plan on the reallocation of road space for cycling and walking managed to package the Constanta sustainable mobility measures within the framework designed to optimise the architecture and use of street space for all social groups and mode users.

The Mobility Forum represented one of the main platforms where the results of the analysis as well as the proposals made before and during the elaboration of the action plan have been discussed, analysed and tailored. Furthermore, the final action plan has been presented to the local decision taking level and different initiatives have been adopted

and implemented. These initiatives, implemented one by one, will fulfil, in medium/long term the entire image of a sustainable mobility area that is promoting and sustaining public transport, alternative modes of transportation and walking.

The actions already undertaken are:

- increase number of crossroads for pedestrian accessibility and safety
- refurbishment of sidewalks
- enforcement of regulations regarding car parking in the city centre.
- improved public lighting for traffic and pedestrian safety
- promotional/raising awareness campaigns to support the integration of measure with public perception
- **Lesson learned 1:** A mentality shift for the citizens, public and private institution and decision takes can be resilient and it takes time.

- **Lesson learned 2:** Constant, periodic and active involvement of citizens, public and private institution and decision-makers in designing the proper initiatives and actions that are going to be implemented with respect to sustainable mobility measures in the area are crucial.

- **Lesson learned 3:** Make as much promotion and raising awareness actions and campaigns as it takes.



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