

High level training workshop on urban land use and transport planning
“Integration of land use and transport planning for better cities”

Bucharest, Romania 26-27 May 2011

**Integrated mobility and land use planning
in Romania**

national framework, policy and practice



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Actual Romania's Mobility Trends

Romania has a rapid development trend of motorization and mobility but is on the last place in terms of traffic safety and mobility management - 25% increase in the number of casualties between 2001 - 2008 with a higher share in urban areas. Despite economic-financial crisis the mobility needs in Romania have rapid increase and require immediate solutions.

According to recent European statistics (source: European Road Safety Council, May 26, 2008) in Romania the probability of a child being killed in a road accident is 5 times higher than in Sweden. Higher risks have been registered only for 2 other countries - Estonia and Lithuania.

Road and rail volumes of passengers and goods carried in the public system have downward trends since '90s comparing to rapid growth of the private transport sector and individual car use.

Air transport has experienced a continuous annual growth of 166.7% to 286.8% from 2003 to 2005 for passengers and goods on both internal and external relationships calling for integrated transport systems and travel management so solve accessibility demands.

According to the latest Emissions Inventory of Greenhouse Gases (2009), emissions of carbon dioxide (CO₂) generated by the transport sector increased by 212% between 1989 and 2006 due to 231% increase of registered cars number in the same period of time



Urban Mobility Management Central Authorities in Romania

The Ministry of Transportation and Infrastructure (MTI)

- road safety, road infrastructure for the national transport system;
- Bucharest's METRO

The Ministry of Regional Development and Tourism (MRDT)

- public policies and strategies for territorial, urban and regional development, planning, legislation and technical regulation, including sustainable mobility and urban transport policy

The Ministry of Environment and Forests (MEF)

- specific activities for reduction of pollution in urban areas

The Ministry of Administration and Interior (MAI)

- regulatory and state authority functions in managing local public transportation

The Department for European Affairs (DEA)

- coordinates the Romania's official positions for the European Commission and institutions



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Supporting Urban and Regional Sustainable Development

MDRT manage 48 EU and national funded programs mainly under :

Regional Operational Programme 2007-2013 (REGIO)

European territorial development and cross-border cooperation programs

PHARE - Economic and Social Cohesion Programme

Tourism destination development Programme for Romania's touristic brand, products and infrastructure

Local and Rural Infrastructure for Transport and Water Supply



Regional Operational Programme

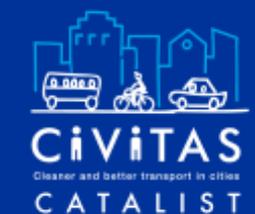
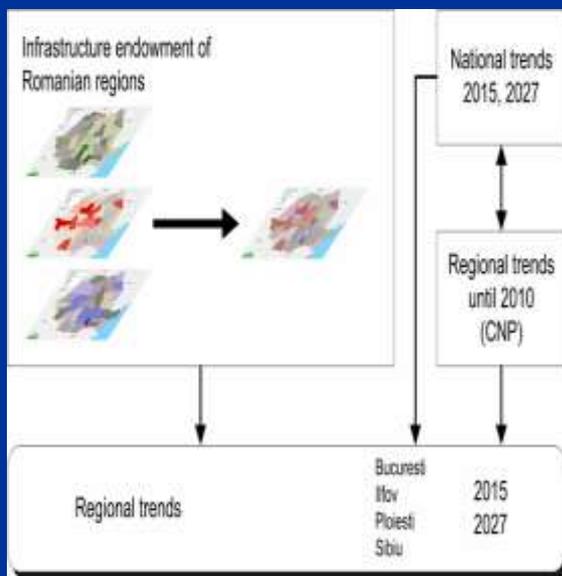


Local Initiatives Regional Development

Cities are the first called to implement intermodal sustainable mobility principles for their Urban Transport and Mobility Master Plans by taking in consideration regional development issues and supporting a balanced sustainable social-economic development of Romanian regions

More attractive cities and regions for people and investors can develop according to specific resources and needs concentrating on urban development growth poles, infrastructures improvement, living environment, tourism and business development potential:

- Supporting city sustainable development mainly for urban development growth poles - 82 funded contracts, 502mil€
- Improvement of regional and local transport infrastructure - 119 funded contracts, 1244mil€
- Social infrastructure improvement - 252 funded contracts, 382mil€
- Supporting regional and local businesses welfare - 371 funded contracts, 215mil€
- Sustainable development and tourism promotion - 135 funded contracts, 477mil €
- Technical Assistance - 38 funded contracts, 49mil.€



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Urban Mobility Planning Regulations and Tools

General Planning Legislation:

- Law no.350/2001 regarding urban and territorial planning (updated by Law no. 345/2009)
- GO no. 525/1996 regarding General Urban Development Regulations (updated by GO no. 273/2010)
- Law no. 363/2006 regarding National Territory Spatial Development Plan (SDNP/PATN) - Section 1. Transport Networks updating Law no. 71/1996
- Law no. 82/1998 regarding roads legal status

Urban Transport Technical Standards, Norms and Regulations:

- Transportation Studies Standards for cities and their territory of influence (1993)
- Technical Norms for Planning and Design of Streets, Crossroads, Sidewalks, Bike Lanes, Traffic Capacity Evaluation, Lights and Signals, Public Transport Networks, Parking, Garages (1993 – 2000)
- Technical Directions for traffic census and surveys (1993)



Mobility Management and Planning Transportation Studies and Plans

Diagnosis of existent transport facilities and traffic flows

Evaluation of dysfunctions levels

Future socio-economic development aims of urban areas

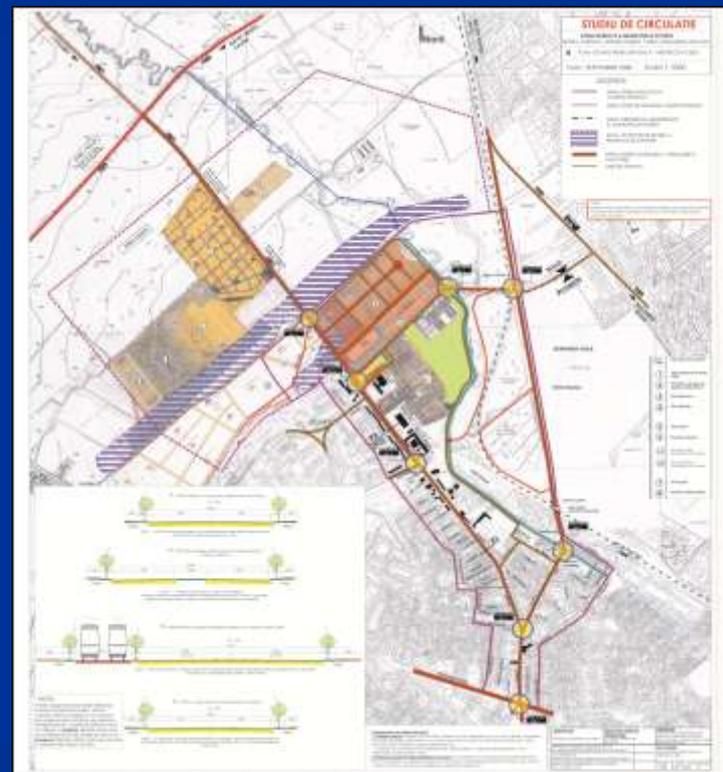
Infrastructures, Urban Zoning and Transport Networks, Mobility and connectivity needs

Transport and Traffic **Forecast Modeling**

Transport networks development

Infrastructure Planning and Design

Traffic Management **Therapy**



Changing mentalities from user level to planning specialists and public authorities

Defining urban mobility implications faced by people as urban community and public service customers' needs

Introducing EU mobility management issues from local to national authorities level developing programs for travel modes efficiency, intermodal use benefits and safety regulations for business and retail companies, elementary and high schools curricula and public health services campaigns.

Attracting students to high academic specializations on urban mobility planning and management – specialized MSs and PhDs programs with EU level authorized signature rights and recognition for urban mobility planning and management activities.

Promoting Urban Mobility Management Specialized Personnel in public administration activities and specialized transport management services.

Introduction public urban mobility management reports services based on advertizing of periodical surveys and research outputs.



Bucharest City Experience



Bucharest's Historic Centre covers a surface area of approximately 50he and is characterized by an irregular street pattern connecting various commercial and financial locations

In 2000 a major regeneration project was approved, and in 2006 improvement works began. under a mainly funding coming from EBRD

- The 35 million Euro project consists of modernization of the underground endowments and infrastructure, green zones and exclusive pedestrian walking area of old commercial streets, renewal and refurbishment of the historic buildings in downtown Bucharest area. (more on the topic can be found in the article published in ELTIS European Local Transport Information Service at www.eltis.org)

Bucharest Municipality intends to maintain the high level of public transport usage by service quality improvements, public transport prioritisation, intermodal coordination, operational safety and congestion management measures:

- Parking restrictions in Bucharest's Central Area
- Implementation of the automatic vehicle location (AVL) system
- Integration of surface and underground public transport networks
- Implementation of real time passenger information system
- Ticketing and payment by contact less smart cards
- Introduction of other payment services
- Clean & silent public transport fleet



CIVITAS - MODERN in Craiova



Craiova, the capital of Oltenia Region, is an important national railway junction and logistics centre.

Craiova Public Transport Company is the main public transport operator in the whole Oltenia region. The municipality fleet has 250 vehicles and carries 65 million of passengers per year under the service provided by trams, buses and micro-buses.

CIVITAS - MODERN

is the strong support for the implementation of the European mobility policies in Craiova developing practical measures and a clean integrated urban transport strategy:

- Access restrictions and freight distribution policy and schemes
- Alternative fuels and public transport clean fleets
- Energy saving on tramline
- Integrated e-ticketing system
- Software tools for mobility management actions in industrial areas
- Public transport security program
- Flexible services for industrial areas
- Infomobility tools for fleet management
- Priority traffic light regulation for public transport





Brasov City Initiative

could be the first among cities in Romania running electric buses for public transport passengers.

The project is included in the Sustainable Energy Action Plan 2010-2020, approved by the City Council in August 2010 assumed as a consequence of accession to the European Covenant of Mayors supported by the European Commission. The Covenant's aims are to reduce by 2020 at least 20% of energy consumption promoting at least 20% of the total use of renewable energy sources for at least 20% reduction of carbon dioxide emissions.

In transport, the Brasov's Action Plan contains several measures to be implemented during 2010-2020 using ITS top technologies and energy renewable sources. One proposed solution to be carry out early this year is the new traffic management system which includes also online live traffic survey webcams in major points of the city.

Electric buses are part of this action plan measures making Brasov the first Romanian city using this emission free public transport mode.



Steps for Urban Mobility Management Coherence

- Ensuring coordination and specific policy development at national, regional, and local level for urban transport systems authorities for (horizontal & vertical);
- Setting up central and regional responsible institutions for urban transport policy, mobility management planning and implementation of EU Transport Action Plans and programs focused on intermodality of transport networks and services;
- Defining priorities and ways to best reach the EU objectives developing national policy and implementing specific priorities action plans;
- Creating framework and providing knowledge for encouraging integrated urban and regional sustainable development projects based on interconnectivity and intermodality planning and operating principles for passengers and freight;
- Promoting urban and regional planning regulations for enforced multilevel sustainable integrated mobility plans;
- Introducing priority exclusive public transport and bicycles lanes for metropolitan areas and for regional passengers' travels and urban high motorized areas .

