

CITYWALK WP5

POLICY PROPOSAL PACKAGE EUROPEAN, NATIONAL AND LOCAL LEVEL POLICY PROPOSALS TO IMPROVE WALKABILITY

The preparation of this document has been coordinated by the Chamber of Commerce and Industry of Serbia, with parts developed by the team of Varna Free University and using inputs from all project partners.

TABLE OF CONTENTS

1	INTRODUCTION AND CONTEXT	2
1.1	WHAT IS THIS DOCUMENT?	2
1.2	WHAT IS CITYWALK PROJECT?	3
1.3	THE NEED AND RATIONALE FOR PREPARING POLICY PROPOSALS.....	5
1.4	THE METHODOLOGY OF IDENTIFYING POLICY PROPOSALS	7
2	THE POLICY PROPOSALS IDENTIFIED	8
2.1	EUROPEAN LEVEL (TRANSNATIONAL POLICY PROPOSALS)	8
2.1.1	<i>Policy 1 – Development/update of the existing legal and administrative framework and elaboration and adoption of new legal acts and administrative regulations.....</i>	<i>8</i>
2.1.2	<i>Policy 2 – Provision of funding and defining requirements applicable to the national operational programmes.....</i>	<i>13</i>
2.2	NATIONAL LEVEL POLICY PROPOSALS – POLICY CHANGES AND IMPROVEMENTS THAT SHOULD BE IMPLEMENTED ON NATIONAL LEVEL – PROPOSED FOR ALL INTERESTED COUNTRIES	17
2.2.1	<i>Policy 3 – Elaboration and adoption of new national strategic documents for developing active mobility on national level.....</i>	<i>17</i>
2.2.2	<i>Affected audience:</i>	<i>17</i>
2.2.3	<i>Policy 4 – Change/update of the existing national legislation on active forms of transport</i>	<i>20</i>
2.3	NATIONAL AND LOCAL LEVEL POLICY CHANGES PROPOSED IN THE DIFFERENT COUNTRIES REPRESENTED IN THE CITYWALK PARTNERSHIP.....	24
2.3.1	<i>Austria.....</i>	<i>24</i>
2.3.2	<i>Bulgaria.....</i>	<i>28</i>
2.3.3	<i>Czech Republic</i>	<i>30</i>
2.3.4	<i>Croatia</i>	<i>33</i>
2.3.5	<i>Hungary</i>	<i>39</i>
2.3.6	<i>Romania.....</i>	<i>42</i>
2.3.7	<i>Slovakia.....</i>	<i>44</i>
2.3.8	<i>Slovenia.....</i>	<i>46</i>

1 Introduction and Context

1.1 What is this document?

This is a policy proposal document which combines some of the main findings of the CityWalk project regarding the need of changes in the existing EU mobility policies at European and national levels. This document is aimed at drawing the attention of the responsible governmental bodies and agencies to the possibilities for improving the existing policies and creating new ones for the needs of sustainable urban mobility – with a distinct focus on walkability. The current document is developed as part of Work Package 5 “Tests, Policy Integration” of the project “CityWalk – Towards energy responsible places: establishing walkable cities in the Danube Region”. The project is co-financed by the Danube Transnational Programme of the European Union.

The preparation of this document has been coordinated by the partner responsible for the delivery of Work Package 5 – the Chamber of Commerce and industry of Serbia. The chapters on transnational policy proposals and common proposals for national level policy changes (Chapter 2.1 and 2.2) is the result of the work of the Varna Free University – knowledge provider partner in the project, while the Chapter on country-specific and local policy proposals (Chapter 2.3) has been developed using the inputs from the project partners.

1.2 What is CityWalk project?

The CityWalk project

Danube area



Keywords

- walkable cities
- sustainable transport
- energy responsibility

Project overview



17 partners
9 countries



2.2 M EUR



3 years and
4 months



5
work packages



Work packages

- WP1: project management**
- WP2: communication**
- WP3: walkability planning**
- WP4: walkability toolkit**
- WP5: practical measures**

17 partners from 9 countries - Slovenia, Hungary, Slovakia, Croatia, Romania, Bulgaria, Czech Republic, Austria, and Serbia - started working on the CityWalk project - "Towards energy

responsible places: Establishing walkable cities in the Danube Region". Their project – aimed at establishing walkable cities in the Danube Region - has been granted over 2,2 million € in the frame of the Interreg Danube Transnational Programme. CityWalk project helps cities in the Danube Region to reduce emissions, noise and to become safer, better places to live, by increasing the role of more sustainable forms of mobility in the urban transport mix, especially active transport forms – like walking and biking. To achieve that, the focus of the project is to improve key conditions of walkability.

The CityWalk consortium covers an extensive part of the Danube area. The cooperation of 17 partners from 9 countries enables the creation of common practices and methodologies in the field of sustainable urban mobility and transport. Project CityWalk relies on a balanced group of local, regional and national partners (public and academic) – including medium-sized cities, development agencies, research organizations as well as a chamber of commerce and industry.

Besides the essential accompanying project management activities (Work Package – WP – 1) and communication activities (WP2), the project is structured into 3 walkability-related work packages.

- WP3 (Walkability Planning) – is aimed at establishing the professional context of the project activities and delivers tools that enable partner cities to prepare their walkability plans. (Deliverables: a Baseline Study, a set of infographics, a presentation material; a Practical Guide on Walkability Planning, a 2-day training course; pilot walkability plans prepared by the partner cities).
- WP4 (Walkability Toolkit) delivers a useful toolkit that cities can use to quickly and efficiently improve the key conditions of walkability. (Deliverables: a Walkability Guidebook, a Walkability Good-practice Catalogue; a Walkability Index; an online walkability assessment tool and a walkability mobile application).
- WP5 (Tests, Policy Integration) includes the delivery of small-scale walkability pilot actions in partner cities, testing the walkability tools developed in WP4 and the preparation of policy proposals. (Deliverables: walkability pilot actions, walkability guide tested, online walkability assessment tool tested, walkability index measured in partner cities, policy proposal package, final interactive workshops). This Policy Proposal Package document has been developed as a deliverable of WP5.

Project at a glance		
Project title:	Towards energy responsible places: establishing walkable cities in the Danube Region	
Related DTP priority:	Better connected and energy responsible Danube region.	
Related DTP specific objective:	Support environmentally-friendly and safe transport systems and balanced accessibility of urban and rural areas.	
Start date:	01. 12. 2016	End date: 31. 05. 2019
Total budget	ERDF contribution	IPA contribution

2.229.590,5 €	1.669.430,16 €	225.721,75 €
<p>List of partners:</p>	<p><i>Lead partner:</i></p> <ul style="list-style-type: none"> • Scientific Research centre Bistra Ptuj (SI) <p><i>ERDF co-funded partners:</i></p> <ul style="list-style-type: none"> • First Hungarian Responsible Innovation Association (HU) • Development Centre of the Heart of Slovenia (SI) • Cassovia Life Sciences (SK) • City municipality Varaždin (HR) • Municipality of Oradea (RO) • Varna Free University "Chernorizets Hrabar" (BG) • Regional Development Agency of the Pilsen Region (CZ) • Municipality of Weiz (AT) • Varna Municipality (BG) • Municipality of Nyíregyháza City with County Rank (HU) <p><i>IPA co-funded partners:</i></p> <ul style="list-style-type: none"> • City of Valjevo (RS) • Chamber of Commerce and industry of Serbia (RS) <p><i>Associated strategic partners:</i></p> <ul style="list-style-type: none"> • City municipality Ptuj (SI) • City of Stříbro (CZ) • Ministry of Construction, Transport and Infrastructure, Serbia (RS) • Nyíregyháza Industrial Park Ltd. (HU) 	

1. Table: Project at a glance

1.3 The need and rationale for preparing policy proposals

In EU urban areas, pedestrians, cyclists, motorcyclists, car drivers and public transport compete for a limited space. The constant interaction between unprotected or vulnerable road users and powered vehicles creates situations where many people are regularly put at risk. In urban areas, roads do not only ensure that destinations can be reached, but they also have many other functions (commercial, residential) which are important for cities' vitality. The danger posed by traffic within the inner urban/built-up areas is especially a problem involving pedestrians, cyclists and other modes of active transport, all coming into conflict with fast-moving traffic. Every city-dweller is a pedestrian – every urban journey starts and ends with walking. Walking and cycling to be a normal part of our everyday life and the natural choice for short journeys. However, the sad reality is that in EU for 2017, within urban areas, pedestrians and not the car occupants account for the largest share of victims: inside

urban areas, 40% of the fatalities are pedestrians, 12% are cyclists and 18% are powered two-wheelers. This means that 70% of the total fatalities in urban areas are vulnerable road users. Outside of urban areas, this percentage is 34%.

Although this policy document focuses on walking, many of the presented policy proposals also apply to other active mobility modes like cycling. All of them are important and valuable forms of physical activity and transport, which should be given equal priority in terms of public policy. Many of the health benefits gained from walking can also be gained from cycling, and many of the measures to improve pedestrian safety (for example, speed management) improve cycling safety. Policies and infrastructure to promote walking, and improve pedestrian safety should not be made in isolation. Both pedestrians and cyclists are highly vulnerable to, and restricted by, motorised traffic. It is important to reduce the risk of collisions, to produce an environment that both pedestrians and cyclists feel safe using, and to improve driver behaviour.

Increasing the amount of walking in urban areas is most likely to be achieved if people feel safe when walking. Otherwise the majority of people who would walk if they could, are unlikely to be persuaded that it is actually safe and convenient enough for them. The key to increasing walking is to create a safe on and off-road environment, improve road user attitudes and behaviour towards each other, and safer vehicles that reduce the risk of collisions occurring and the severity of those that do occur.

Measures that can be taken to reduce the future number of accidents involving pedestrians and cyclists, and/or to decrease the severity of resulting injuries, relate to:

- The planning, design and operation and use of the road network, such as separation of motorised traffic from non-motorised traffic, area-wide speed reduction, the provision of walking and cycling networks.
- Proper design of pedestrian and cyclist facilities.
- Improvement of the visibility of pedestrians and cyclists.
- Vehicle design, in particular crash-friendly car fronts and side-underrun protection on lorries.
- The use of protective devices like bicycle helmets.
- Speed – lower speeds, for example in 30kph Zones, reduce accidents significantly.
- Ensuring compliance of all users with key safety rules including education and training of pedestrians and cyclists as well as drivers.
- Culture – cyclists tend to be safer in countries where there is more cycling.
- Improvements in the emergency medical system and post-accident care aiding users in general.

1.4 The methodology of identifying policy proposals

In identifying the policy proposals presented in the current document, we used the following methodological steps:

1. Understanding the key challenges. In order to understand the most important sustainable mobility / active mobility / walkability challenges to address, information from three main sources were used:
 - a. Main challenges identified in the Baseline Study (prepared as part of Work Package 3)
 - b. Related research results collected and analyzed by the team of Varna Free University;
 - c. Inputs from partner cities presented in their pilot local walkability strategies prepared in the frame of Work Package 3.
2. Reviewing policy changes / needs identified by partners. In the course of designing their local walkability plans partners also realized the need for policy changes in addition to specific interventions to improve conditions for active mobility / walkability. In order to have a good overview these policy changes / needs, a standard template was used to collect national and local policy proposals from partners.
3. Discussing transnational policy proposals. Using the inputs presented above, the team of Varna Free University developed a set of draft transnational policy proposals. These policy proposals were presented, discussed and voted on during an interactive session organized as part of the Oradea Steering Committee Meeting.
4. Preparing the “Policy Proposal Package” (this document). As a final step, this document has been prepared to present the most important policy changes / improvements proposed on the basis of experiences from the CityWalk project. The package consists of 3 levels of policy proposals:
 - a. Transnational policy proposals – policy changes, improvements to be implemented on transnational – EU – level.
 - b. National level policy proposals – policy changes and improvements that should be implemented on national level – proposed for all interested countries and local authorities.
 - c. National and local level policy proposals – policy changes and improvements proposed by partners for their respective local authority and national government.

2 The policy proposals identified

2.1 European Level (Transnational policy proposals)

The crucial role of urban mobility, as reflected in EU policy documents and in the financial support instruments currently in place (or in those to be established in the future framework of EU research programmes) — White Paper, Smart City: Regional development and cohesion funds to cities and regions, Horizon 2020, etc. — requires that local authorities adopt tools for integrated planning.

EU policies have a powerful impact on city-driven measures concerning the sustainable forms of urban transport and active mobility through EU legislation and EU funding instruments and programmes.

The harmonisation of regulatory frameworks and funding is crucial for certain kinds of policy measures. Building the normative apparatus and obtaining the financial resources available for the implementation of such measures will typically require support from higher levels of government.

Although subsidiarity is an important principle of EU policies, and the member states and public authorities are responsible for establishing a detailed legislative framework for supporting sustainable development of urban areas, there is still need for policy frameworks - including binding documents - on European level that will set the basic requirements for building, reconstructing and/or maintaining safe, comfortable and user-friendly pedestrian and cycling infrastructure.

In addition, a performance monitoring and reporting system that annually measures progress toward stated goals and outcomes is also necessary.

2.1.1 Policy 1 – Development/update of the existing legal and administrative framework and elaboration and adoption of new legal acts and administrative regulations

2.1.1.1 Problem specification

In Europe, in 1980 (i.e., four decades ago) the levels of car ownership in Austria, Belgium, Denmark, Finland, France, Germany, Italy, Luxemburg, the Netherlands, Spain, and the UK, varied between 240 and 350 cars per 1000 capita and in Greece, Portugal, Ireland, Switzerland – between 90 and 200 cars per 1000 capita (D. Banister, D. Stead, P. Steen, J. Akerman, K. Dreborg, P. Nijkamp and R. Schleier-Tappeser, *European transport policy and sustainable mobility*, 2000). In the East European countries, the levels were lower. Thus, the levels of pollution due to car traffic were relatively high only in the first group. Today, however, the level of car ownership per 1000 in all European countries is between 306 (in Hungary) and 716 (in Luxemburg) cars per 1000 capita (J. Dargay, D. Gately and M. Sommer, *Vehicle Ownership*

and *Income Growth, Worldwide: 1960-2030*, 2007). This increase in the level of car ownership has resulted in significant increase in the levels of transport-related pollution, the number of traffic accidents, high rates of obesity and health problems due to insufficient levels of active mobility. However, legal systems are systems that develop slowly, mainly as a reaction to established economic, social or ecological problems. Thus we have to acknowledge that it is not possible to avoid the time lag between the moment a problem is observed and the moment of adoption of legal acts and regulations to cope with this problem, but at the same time it is crucial that the European legal system should be developed in shortest terms to provide best solutions to various issues of sustainability, because of the extreme importance and urgency of these issues. Furthermore, in recent years forms of mobility develop very quickly, and thus the need to develop and improve the legal framework of urban mobility is growing.

2.1.1.2 Affected audience

Because the improved legal framework should result in improved mobility in European cities, virtually all European citizens should benefit from the improved legal framework of mobility.

2.1.1.3 Policy solution 1.1 – Establishing European planning standards for pedestrian and cycling infrastructure that should serve as the basis for planning regulations to be adopted by the Member States at national and local level

Although walking is great for peoples' health and for the environment, pedestrians are much more vulnerable to accidents than other road users. In 2016 21% of all road fatalities in the EU were pedestrians. While the number of pedestrian fatalities in the EU decreased over the decade 2007-2016, the respective percentage of all road fatalities had a slightly increasing trend.

Pedestrian safety is of growing concern to many governments. The high rate of persons killed and injured in road collisions is not acceptable. Experience shows that the number of pedestrians killed or seriously injured is more difficult to reduce than the number of motorised road users, because they are the most vulnerable road users. In many countries where casualties of car drivers and riders have been significantly reduced in recent years, the number of pedestrians killed or injured has not been reduced at the same rate. Over the past decade, automotive safety regulators in Europe have made pedestrian safety a priority. At the end of March, 2019 the EU institutions have reached a provisional political agreement on the revised General Safety Regulation. As of 2022 new safety technologies will become mandatory in European vehicles to protect passengers, pedestrians and cyclists.

2.1.1.3.1 Specific measure - Establish minimum standards to avoid conflicts between different types of urban mobility (e.g., for construction of pedestrian-friendly footpaths, for traffic light phasing, etc.)

Establishing minimum standards to avoid conflicts between different types of urban mobility is an important part of measures that can be taken in addition to the revised General Safety Regulation. These are aimed only at implementing new safety technologies in vehicles to protect pedestrians and cyclists, but there is also a need of other regulations on urban planning level for improving the safety of citizens.

- Evaluate and consider implementation of innovative signal features and geometric designs to improve pedestrian safety at street crossings.
- Evaluate the applicability of lower speed street designs in residential and commercial zones.
- Unify all traffic safety campaigns (including bicycle and pedestrian safety) under a single European brand.

Traffic laws are essential to regulate how cyclists and pedestrians should behave in order to maximize safety. Pedestrians and cyclists pose little threat to motorists; most of the benefit goes to the pedestrians and cyclists themselves. Cyclists who ride with traffic and obey traffic signals fare better than those who do not. Cyclists must be discouraged from operating on sidewalks, and must yield at crosswalks, in order to protect both themselves and pedestrians. Pedestrians are required to use sidewalks or walk facing traffic in order to help protect themselves from vehicle traffic.

Expected impacts: reduction in the number of fatalities and accidents, involving pedestrians, cyclists and other active mobility transport modes. Including these resulted in collision between the above listed.

2.1.1.3.2 Specific measure - Review and update The European Charter of Pedestrian Rights (adopted in 1988 by the European Parliament) according to the increased needs for walkability.

On 12 October 1988 the European Parliament adopted a European Charter of Pedestrians' Rights. Two decades later, most of the provisions of this Charter remain a dead letter in some Member States. No European legislation on these matters exists and, as a result, the EU is co-funding projects which jeopardise the lives of pedestrians, such as roads with pavements only a few tens of centimetres wide. Even the European Action Plan on Urban Mobility has very little to say on pedestrian safety issues. The Commission's response to complaints made by civil society organisations is that these matters fall within the remit of national and regional authorities.

The Commission assures the Honourable Member that it considers safe walking to be an important component of mobility in Europe, serving to reduce congestion and emissions and contribute to better health conditions. As detailed below, financial support from EU funds is provided to projects on safe walking, and pedestrian safety issues continue to be addressed by the Commission.

The Commission is concerned at the fact that the number of deaths among pedestrians resulting from road accidents in built-up areas is still high (33 % of total fatalities in built-up

areas) and it considers that it is therefore necessary that road safety policies address the issue of vulnerable road users, including pedestrians, as a priority. In the guidelines it offers Member States for the implementation of measures for the protection of pedestrians, the Commission has indeed included several recommendations which are listed in the European Charter of Pedestrians' Rights, in particular as far as road users' injury prevention is concerned.

The Commission will continue its programmes aimed at encouraging citizens to be less car-dependant, and to use public transport, walk and cycle more, and will pursue its integrated approach in the area of safe walking and cycling.

In the framework of the European road safety strategy for the next decade, the Commission will stress the importance of necessary actions dedicated to vulnerable road users including pedestrians and cyclists.

The recently adopted Action Plan on Urban Mobility builds on an extensive consultation process that has involved all relevant stakeholders. Its 20 actions were selected by giving full consideration to the recommendations and suggestions received from the stakeholders, while fully respecting the principle of subsidiarity. Thus, the Commission's Action Plan focuses on urban transport research and demonstration, the exchange of information and experience, and on encouraging and supporting the development of sustainable urban transport policies. Pedestrian safety issues will be fully integrated in the various actions that will be launched, for example in the sustainable urban mobility plans, in the development of an urban mobility observatory in the form of a virtual platform and in the study on upgrading data and statistics. Furthermore, through Action 8 of the action plan on Urban Mobility, the Commission reaffirms its support to pedestrian safety issues through the European Mobility Week.

The Commission also wishes to remind the Honourable Member of the Civitas Initiative, which has been funded through the EU's research framework programmes. EU funds continue to co-finance the development and evaluation of new approaches to safe walking in cities through the Civitas Initiative, which has so far committed to EUR 180 million since 2002. In this Programme, the EU has co-financed the implementation and evaluation of some 100 pedestrian-related measures across the 58 participating cities.

The European Charter of Pedestrian Rights is outdated, as it does not properly or fully reflect the topical trends in urban development aimed at enhancing sustainable urban mobility and meeting the growing needs for unimpeded and convenient movement of pedestrians and cyclists in urban areas. In addition, the adoption of an International Charter for Walking as a subsidiary document is crucially important.

Expected impacts: This new Charter will identify the needs of people on foot and will provide a common framework to help authorities refocus their existing policies, activities and relationships to create a culture where people choose to walk. The new Charter will state strategic principles with actions listed to provide a practical list of improvements that can be

made in most communities. Promoting the New European Charter of Pedestrians, with the help of awareness raising campaigns, will result in people changing their way of thinking.

2.1.1.4 Policy solution – European recommendations aimed at improving the national legal systems of the Member States concerning sustainable mobility.

Description: The aim of these recommendations is to examine the concerns raised and whether they have been addressed with regard to the sustainable urban mobility issues.

2.1.1.4.1 Specific measure – Develop European recommendations concerning mobility planning in high density central urban areas

Historically central urban areas are built with much higher density than the other parts of cities. Normally they experience much more traffic problems caused by a lack of space and the high density of interactions. The purpose of this measure is not to give step-by-step instructions for the implementation of the urban regeneration process, or to present a universal recipe and generally accepted tools for the preparation and implementation of urban regeneration plans.

Expected impacts: This measure will help preserve the traditional look, the specific charming environment of the historical central urban areas.

2.1.1.4.2 Specific measure – Develop European recommendations concerning public participation in urban planning

Stakeholder involvement and communication play key roles in the successful implementation of a measure. Stakeholders can act as important drivers in many ways: they bring experience, insight and knowledge to the types of action concerned; they provide financial resources; they lend capability and support to existing administrative, legal and planning authorities; and they help to establish priorities. Furthermore, political stakeholders are able to promote, enhance and enforce an initiative.

The effectiveness of urban planning and especially of the implementation of planning provisions definitely has a high level of dependence on the cooperation of affected stakeholders and their participation in decision making process. Key conditions for success are the inclusion of key stakeholders, reaching a common understanding of the need to solve traffic and environmental problems, and a well-planned implementation process. Those stakeholders are public authorities (politicians, administration with influence on traffic policy), everyone who cause traffic (all traffic participants), induce traffic (e.g. companies, institutions of education, shopping malls) and those who offer transport services (transport operators, car rentals). Over the past years, as a result of the EU funded projects and programmes in the field of urban development, sustainable urban mobility and related fields, the EC has accumulated experience and collected substantial information arrays referring to the issues of citizen participation. The development of European recommendations based on the

accumulated experience concerning public participation in urban planning and development would provide a powerful impetus for the improvement of national legislation and the development of national regulatory frameworks.

Expected impacts: Support for national legal systems seeking to provide better opportunities for citizen involvement in mobility planning

2.1.2 Policy 2 – Provision of funding and defining requirements applicable to the national operational programmes

2.1.2.1 Problem specification

Cities in Europe increasingly face problems caused by transport and traffic. At the same time, urban mobility is vital for European cities and is a major contributor to economic growth, jobs and competitiveness. The question of how to enhance mobility while at the same time reducing congestion, accidents and pollution is a common challenge to all major cities. For decades the European Commission has been stimulating the development and application of new sustainable urban mobility planning approaches and innovative solutions through its policies, through the European Structural and Investment Funds and through its research and innovation funding programmes.

When national and local authorities are aware of the causes of and the reasons for the problems faced, as well as the actions needed to address these problems, they still face a bigger problem because these actions cannot be carried out unless they are funded. But the budgets of national and local governments are limited and they look for support from the European Commission. In this way the EC is able to direct the activities at the national and the local level of the Member states. In fact, although the operational programmes and other similar instruments of the EC do not have the power to change national legislations, they actually have the power to change national and local policies through the creation of financial incentives. To gain European funding, local authorities and organizations must comply with the requirements of operational programmes. Therefore, operational programmes and similar instruments are efficient tools to direct local policies concerning sustainable mobility.

2.1.2.2 Affected audience

National and local governments of the Member States

2.1.2.3 Policy solution – 2.1 – Provision of funding through operational programmes for the development of pedestrians and cyclists friendly and safe urban infrastructure

Successful implementation of the action plan depends on adequate resource allocation. The plan should identify and when possible allocate funding for each component. Resources may

come from reallocation of existing funds or mobilization of new funds at the local, national and/or international levels.

In addition to considering immediate resource allocation priorities, the plan will be most effective if it includes mechanisms to ensure adequate funding levels on an ongoing basis.

In theory, measures concerning the improvement and proper maintenance of existing provisions like traffic signals and zebra crossings can be transferred with relative ease. In practice, however, funding for maintenance plans is needed, and city departments and/or the private sector have to take several strategic decisions.

Safety improvement measures are generally targeted at pedestrians and cyclists, but also encourage active journeys. Proper use of traffic signals, signage and street furniture can prevent potential pedestrian accidents and promote safer driving behaviour. Soft interventions not requiring infrastructure construction can be quite effective in encouraging modal changes. However, the most effective way to reduce accidents in a given area is to carry out a safety campaign.

2.1.2.3.1 Specific measure - Provision of funding for promotion / improvement / development of pedestrian routes in central areas of large cities

Description: Implementation of projects to improve existing, or development of new pedestrian routes in central areas of large cities can be too expensive for municipalities in less developed regions to handle on their own. Provision of funding on transnational level for these needs is essential for achieving good results in the maintenance of central pedestrian routes. And this is of key importance for the development and vitality of these zones over a longer period.

Expected impacts: Substantial improvement of the pedestrian routes, public spaces and walking conditions in central areas of large cities

2.1.2.3.2 Specific measure - Provision of funding for the development of new and improvement of the existing cycling networks in the European cities

The aim of this policy measure is to encourage bicycle use by improving the overall quality of cycling infrastructure. In general, the provision of new cycling facilities is known to lead to an increase in the number of cyclists, improved safety and very high levels of support, even though rates can vary between different sites, depending on local specific conditions. From a long-term economic perspective that kind of infrastructure interventions are shown to be beneficial.

Expected impacts: Substantial improvement in the conditions for cycling in the European cities

2.1.2.3.3 Specific measure - Promotion of walking and restricting car access in historical areas

The improvement of the conditions for pedestrian traffic in central and historical areas, as identified in the course of the preparation of the Integrated plans for urban regeneration and development from the previous planning period must be furthered through new project funding supporting this measure. As a rule, establishing access restrictions and Limited traffic zones, especially in historical city centres, have positive effects by significantly reducing the percentage of vehicles entering a limited area. This changes driver behaviour (for the better) and increases pedestrian modal shares. Where environmental data have been measured, pollutant emissions have decreased significantly.

Expected impacts: Enhancing the quality of life, the attractiveness of central areas and historical zones and the economic and social activities in these areas.

2.1.2.4 Policy solution – Provision of funding to change/update of European legislation on active forms of transport

The harmonisation of regulatory frameworks or funding activities is crucial for certain kinds of policy measures. Building the normative apparatus and obtaining the financial resources available for the implementation of such measures will typically require support from higher levels of government.

2.1.2.4.1 Specific measure – Provision of funding through operational programmes and other financial instruments for development of European guidelines on infrastructural planning for active mobility

Unfortunately, a key role of 'soft' policies such as sustainable mobility campaigns is often simply to inform people who are using their car for the majority of trips about other modes. A combination of measures, linking 'hard' and 'soft' transport policies in a co-ordinated strategy, has the greatest chance of success. Linking the funding of an infrastructural project with the qualitative fulfilment of such European guidelines on infrastructural planning for active mobility is very important for the successful implementation of a project.

Expected impacts: Enhancement in the quality of urban infrastructure build for the needs of active mobility transportation modes

2.1.2.4.2 Specific measure – Provision of financial support to EU Member States in developing new road traffic laws

EU transport policy helps to keep the European economy moving by developing a modern infrastructure network that makes journeys quicker and safer, while promoting sustainable and digital solutions. The implementation of sustainable and innovative means of transport plays an important role in the EU's energy and climate objectives. As our societies become ever more mobile, EU policy supports transport systems to meet the major challenge: developing road traffic laws in accordance with the latest tendencies toward putting the most

vulnerable road users on the top of the mobility agenda and according to the local and national specifics.

Expected impacts: Substantial improvement of the urban road safety and reduce in the number of road fatalities.

2.1.2.4.3 Specific measure – Develop an EU level strategic document on active means of transport

For decades the European Commission has actively supported and initiated cooperative projects in the field of sustainable urban mobility ranging from research, development of tools, demonstrations, training, dissemination and other means of knowledge sharing. These activities were carried out within the EU research programme which started in 1984 and organized an increasing number of activities. Throughout its duration, this programme showed a continuous increase in the available budget, from several hundred million euros up to seven billion euros. Many topics were covered within the programme. Urban Mobility was one of these topics, which gained a more prominent role as the programme progressed. It was followed by the Horizon 2020 programme which runs from 2014 till 2020 (more about this in the next chapter).

Many of the activities funded by the Commission in the last two decades substantially contributed to the development of innovative approaches, new solutions and in-depth knowledge of urban mobility as well as the take up of sustainable urban mobility policies and solutions in many cities across Europe.

New approaches to transport in mobility planning are emerging as local authorities seek to develop integrated strategies that can stimulate a shift towards cleaner and more sustainable transport modes, such as walking, cycling, public transport, and new patterns for car use and car ownership. Many cities across the EU have experimented with innovative solutions for urban mobility and shared their experience through various city networks.

Expected impacts: Such a focused strategic document will set the political framework for the development of EU policies on active means of transport. This will help all EU cities to achieve a step-change in their efforts for more smart, sustainable and resilient urban mobility, especially regarding active transportation modes.

2.2 National level policy proposals – policy changes and improvements that should be implemented on national level – proposed for all interested countries

2.2.1 Policy 3 – Elaboration and adoption of new national strategic documents for developing active mobility on national level

National governments might be involved in a number of ways; through national legislation and administrative procedures; through setting nationwide goals and preparing policies on how to reach goals; and by providing finances for investment in transport infrastructure and the operation of PT services.

When people use only their physical activity for the need of travel it is known as 'Active mobility'. Often, we use also terms like 'active transport', 'active transportation' or 'active travel', as synonyms for that kind of transport. The most popular forms of active mobility are walking and cycling, though other mobility means such as the skateboard, kick scooter or roller skates are also considered forms of active travel. Pedestrian and cycling activities are slowly gaining popularity but the dominance of the private car in our everyday life still remains. In general, it seems that the active forms of transport are being neglected on strategic national level. To change this trend an integrated transport policy is required, in which the pedestrians will be placed in the centre and not in the margin of the daily agenda. One of the very important components to support the active mobility on national level is the policy (strategic) framework.

2.2.1.1 Problem specification

Most national strategies are very complex and concern transport as a whole; in them, the problems of active mobility are poorly covered. One of the very important components to support active mobility is the policy framework. It should ensure that all forms of active transport have equal rights as users of the streets and are not neglected in the planning process.

Strategic plans work on a variety of scales. The main types of san plans and schemes that focus on vision and goals at national level. Regional or municipal Sustainable Mobility Plans are required to formulate ideas, collateral for all modes of transport and implement the proposed measures.

2.2.2 Affected audience:

At the national level, the problems related to forms of active mobility informally affect all citizens and users of the urban environment. However, strategic problems and policies need to address the right audience that can take action to solve the problems associated with

sustainable urban planning: Ministries, Municipalities, NGOs and other organizations involved at the planning process.

2.2.2.1 Policy solution – Developing national strategies and plans that should serve as the basis for the promotion of active forms of mobility

Active transport has declined over the last century, but in recent years this decline is levelled off and is reversing in many communities. There seems to be a significant latent demand for active transport, that is, people would walk and cycle more if they have suitable facilities and support. This suggests that improving conditions for non-motorized travel can increase active transport, and benefit individuals and communities overall. Various transport and land use factors affect the amount of active transport that occurs in a community. The strategies tend to have synergistic effects (their total impacts are greater than the sum of their individual impacts), so an integrated program that combines several strategies tends to be more effective at increasing active transport than implementing just one or two of these strategies. Non-motorized planning and strategies that improve sidewalks, crosswalks, paths, bike-lanes, bike racks and other facilities can remove current barriers to walking and cycling, resulting in an increase of active forms of mobility.

2.2.2.1.1 Specific measure - Improvement of the Road Traffic Safety

Annually, almost 1.3 million people die as a result of a road traffic crash – that's more than 3000 deaths each day - and more than half of these people are vulnerable road users: pedestrians, cyclists, and motorcyclists. Twenty to fifty million more people suffer non-fatal injuries from a crash. These injuries are important causes of disabilities worldwide. Ninety percent of road traffic deaths occur in low and middle-income countries, which own about 54% of the world's vehicles. Unless immediate and effective action is taken, road traffic deaths are predicted to become the seventh leading cause of death in the world by 2030, resulting in an estimated 1.9 million deaths each year.

The United Nations General Assembly (GA), in resolution 64/255 'Improving global road safety,' declared 2011-2020 as the Decade of Action for Road Safety with the goal to stabilize and reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at national, regional and global levels.

Much of the road traffic accidents are preventable and reflect the existing behaviour of road users, the level of traffic infrastructure conflict and its active and passive safety, the technical condition of the fleet and its active and passive safety, as well as the state of the general and specialized medical help. The reduction of casualties and casualties resulting from road accidents should be sought in the change of those factors determining the emergency, which requires targeted action and adequate investment.

The risk of a pedestrian being killed in an accident per kilometre travelled is 9 times higher than that of a vehicle occupant. Pedestrians and cyclists are the most vulnerable group of road users. At a European level, efforts are focused on vehicle design standards incorporating

high quality, passive safety features, and on building an infrastructure aimed at reducing the frequency and severity of accidents involving pedestrians.

- improve legislation to protect pedestrians and cyclists, and ensure equal conditions for road use and free pavements from vehicles;
- organise national campaigns to protect pedestrian health and life, creating respect for pedestrians, the elderly and children, and improve pedestrian-driver contact;
- improve enforcement of traffic regulations for pedestrians and publicising infringements that endanger pedestrian life and health;
- increase sanctions for drivers who infringe rules at pedestrian crossings, bus stops, as well as for pedestrians in breach of traffic regulations;
- increase pedestrian visibility during the hours of darkness;
- enhance the initiative of municipalities to create better and safer conditions for pedestrians in built-up areas; establish 30 km/h zones, school zones, pedestrian zones, raised footways and pedestrian crossings, artificial irregular surfaces, extended pavements, etc;
- implement road building product standards to incorporate a high level of pedestrian safety;
- devise a system of measures to build a suitable transport system that provides mobility for people with disabilities;
- remove metal accessories and bars that have been added to the front of vehicles;
- introduce safer standards for infrastructure modelling in places where pedestrians cross the road;
- encourage municipal councils in large urban areas to draft comprehensive programmes to protect the life and health of pedestrians.

Expected impacts: reduction in the number of accidents and fatalities affecting pedestrians and cyclists.

2.2.2.1.2 Specific measure - collecting data related to the need for periodic assessment of the urban pedestrian index

Mobility behaviour is universally the same in the bigger part of Europe: *On average all persons use about 1-1,5 hour per day for their mobility and make about 3-4 trips per day – no matter where they live or what their cultural background is. (EPOMM)* The only big difference is the transport mode that people use for their journey; and this is what mobility management is all about: how to manage transport mode choice in an effective way with a positive outcome for the individual, for the city, for the economy and for the planet. The modal split is THE indicator for the outcome of this management.

There are also many definitions what walking means and when do we perceive it as transport mode. Diversity of opinions causes misunderstandings in calculating walking/pedestrian indexes and modal splits in cities. Without detailed research on walking and cycling, it is difficult to prepare solutions to change transport behaviour into more active modes. Data needs to be systematically gathered on mobility behaviour and preferences as well as barriers and drivers of mobility patterns.

Expected impacts: Modal split/pedestrian index can be calculated on the city level or it can be calculated between the zones in one urban area. After the modal split calculation, the traffic experts and transport planners can plan the land use in a more efficient way.

2.2.2.1.3 Specific measure - collecting data on the intensity of cycling in cities and the need for the relevant infrastructure

In recent decades, many cities around the world have begun to promote cycling as a means of transport. However, only a small number of them have managed to integrate bicycle riding as a fully equivalent mode of transport in their urban transport system. Successful cycling policies have been developed as part of an integrated transport policy for all modes of transport and should be supported by other policies such as urban and even socio-economic policies as they influence each other.

By presenting a national bicycle strategy, the government underlines its political commitment to popularizing cycling as part of the sustainable development of active transport. The measures, suggestions and schemes outlined in this document aim to significantly improve the conditions in favour of cyclists. It is clear that promoting cycling and increasing the use of bicycles cannot be regulated or imposed by the state. Cycling policy requires persistence and continuity. This includes raising public awareness appropriately and helping bicycle to become more popular in order to change the behaviour of the population when choosing a mode of transport.

The aim of the national bicycle plan is to introduce new methods and strategies for promoting cycling to give recommendations for action and, more generally, to help create a bicycle-friendly environment. The National Bicycle Plan can offer financial support for decision-making to build bicycle routes or local bicycle development sites. Nonetheless, it usually sets goals and defines the areas of action that need to be considered.

Expected impacts: to make real - counting and monitoring at national level in big cities, which take into account the use of the bicycle as a vehicle commuter.

2.2.3 Policy 4 – Change/update of the existing national legislation on active forms of transport

2.2.3.1 Problem specification:

Although there is a good set of strategic documents at national level to plan and develop active forms of mobility, it is necessary to update the existing laws and regulations for the design of a sustainable urban environment. In large part, the existing national regulatory framework does not provide for the necessary regulations to be used to solve the current and current problems in the field of urban mobility. Much of the regulatory requirements for planning pedestrian and public spaces neglect (not meet) modern walkability needs. There is

a lack of coherence and consistency between the various regulations regarding active mobility and walkability.

2.2.3.2 Affected audience:

At the national level, these problems affect all citizens, because they are direct users of the environment. Despite all the changes and updates to the legislation at the national level are in the hands of each state and its authorities, government ministries, municipalities and other national agencies and organizations associated with the legislation.

2.2.3.3 Policy solution - Developing national regulation and documents reflecting the needs of pedestrians and cyclists regarding the planning and design of transport communication systems in urban territories

Despite these efforts for promoting the sustainable urban mobility and, in particular, the active forms of transport nowadays most of the provisions of the above-mentioned documents are still far from being implemented in some of the European countries. It will be not an exaggeration to claim that the existing policy and the relevant legislation neglects the problem in general. As a result, the design and the building of infrastructural urban projects, including these co-funded by European Union, often jeopardise the lives of pedestrians, cyclists and other forms of active mobility. We see examples of new streets planned and built with too narrow sidewalks and bike lanes or even without a place for pedestrians, cyclists, disabled and other representatives of active mobility forms. According to the provisions of the Action Plan on Urban Mobility the responsibility for urban mobility policies lies primarily with local, regional and national authorities.

2.2.3.3.1 Specific measure - Modernization and development of the ordinances and regulations for planning the transport communication system in urban areas

The role of transport in urban areas has become an increasingly important part of city life. Economic growth and a modern lifestyle make inhabitants travel more frequently and for longer distances. Accordingly, the pressure for efficient and sustainable transport system leads states and cities to invest in the development of the ordinance and regulations for planning the transport communication system in urban areas.

National authorities and ministries take the final decision. They, in turn, depend on the opinions of the voters and their preferences. The question of preferences is highly relevant in finding out whose preferences and needs will set the agenda for sustainable transport. Politicians walk a tightrope, balancing various kinds of interests. For instance, looking back in history we find that in many cities, it was the car-dependent middle class whose needs shaped the use of the street-space, and the use of cars has transformed the urban areas.

Changes that may be made to these regulations and ordinances at national level include:

- Increasing the percentage of high vegetation in the easements of the major city arteries (boulevards)
- Increasing the minimum dimensions of bicycle routes
- Increasing the percentage of pedestrian areas and areas
- Limiting and reducing the dimensions of car lanes
- Increasing easement spaces near major motorways of the city type
- Increasing the safety requirements for the planning of pedestrian and bicycle routes: hiking trails, underpasses, overpasses, etc.

Expected impacts: increasing the quality of urban environment and pedestrian areas (pavements, parks and other); solving problems with inaccessible areas

2.2.3.3.2 Specific measure - Priority planning and reconstruction of the streets in historic centres with shared traffic spaces with the priority of active forms of transport and 10 km/h speed limit

The quality of the environment in central urban areas is of vital importance. One of the key issues affecting the quality of the environment and the quality of life in our towns and cities is road traffic. Every year more than 3 million cars are added to the car fleet in Europe. Total road traffic kilometres in urban areas will grow by 40 % between 1995 and 2030. National and local authorities and citizens need to decide how to respond to these pressures and decide what sort of place they want their town or city to be in the future.

Public spaces in the central part of the city, including urban streets with remarkable architecture, determine the uniqueness and historic value of cities. Their image can be greatly improved by coordinated action in renovating significant public spaces; investment in infrastructure of sustainable forms / modes / of mobility; a set of transport tranquillity measures (speed limitation) specific to each street and boulevard.

Expected impacts: to minimize transit traffic and to provide a pedestrian-priority environment

2.2.3.4 Policy solution – changing or updating the national legislation regulating the way of movement and the rights of pedestrians and cyclists

There are many tools available for effective (traffic) speed management and regulating the way of movement and rights of pedestrian, cyclist and other forms of active mobility. They include appropriate speed limits, engineering treatments, effective enforcement of speed limits by police and the use of extensive public information and education programmes to encourage compliance with both advisory speed signs and statutory speed limits. In most cases a mix of tools is required to create solutions that are appropriate to the needs and capacities of the individual country.

- Speed zoning and speed limits;

- Changing behaviour – regulating and enforcing speed;
- Changing behaviour – public education;
- Engineering treatments;
- Use of speed-limiting technology and intelligent speed adaptation;

2.2.3.4.1 Specific measure 4.2.1 Changes in the national Road Traffic Act and promote 30 km/h as the standard maximum speed limit in central urban areas.

Road speed limits are an important dimension of road safety management. They are used in most countries to set the maximum (or minimum, in some cases) speed at which road vehicles may legally travel on particular stretches of road. There are several reasons for wanting to regulate speed on roads. It is often done to improve road traffic safety and reduce the number of casualties from traffic collisions. In the 'World report on road traffic injury prevention' report, the World Health Organization (WHO) identifies speed control as one of various interventions likely to contribute to a reduction in road casualties. Speed limits may also be set to reduce the environmental impact of road traffic (vehicle noise, vibration, emissions) and to address local community concerns for the safety of pedestrians.

The safety of all street users, including pedestrians and cyclists, is a priority for the City. Lowering the speed limits on City streets in order to enhance the safety of these users without consideration of the physical configuration of the road and how the road is being used may not result in the desired change in driver behaviour. The resulting variation in operating speeds of vehicles could result in a less safe environment for pedestrians and cyclists and increase the risk of collisions.

Expected impacts: To minimize and reduce road traffic incidents and deaths in the city. This measure provides a pedestrian-priority environment and makes the urban territories more friendly and safe for all users.

2.3 National and local level policy changes proposed in the different countries represented in the CityWalk partnership

In this chapter we present the national level policy changes proposed by the partner organizations to their respective national government and relevant ministries, as well as the local level policy changes proposed by the partner organizations to their respective local authority.

2.3.1 Austria

Proposed by: City of Weiz

2.3.1.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
At the moment commuters get paid a commuting allowance by law, which can be used for public transport ticket or gasoline for MIV. Therefore, a lot of commuters do not consider the possibility to commute by public transport, since the paid money is not linked to public transport tickets.	Commuters, employers and employees	In order to encourage the use of public transport for commuters, we propose that employers must differ between car users and public transport users and pay commuting allowances only to public transport users. The commuting allowance for public transport users should be the amount needed to pay the annual ticket needed for the travel from the living space to the work place of the commuter. On the other hand MIV users should be encouraged to carpool by benefiting those who share rides and use public transport. The commuting allowance for MIV users should be cut to a minimum if they are not participating in carpooling or alike. In addition, we propose, that the parking time should be shortened.
The quality of provided information and the quality of comfort (seating, roofing, and crossing) at public transport stops differs a lot between the municipalities and districts in Austria, which can make it very hard to plan a trip via public transport to smaller regions or cities in the country.	Public transport users, pedestrians	To improve the quality of information and also the quality of comfort at waiting areas and public transport stops, we propose to set a minimal requirement list for all public transport stops in Austria. This way PT users can expect that every PT stop is equipped with the same minimal requirements and plan accordingly. We propose that every PT stop can provide at least the information about

		the route, destination and schedule of the transport modes stopping at this facility as well as a hotline number for further information about connections and a map of the region which views possible transfer options. Regarding the comprehensive comfort of PT stops we propose that every PT stop has to offer at least one seating option and one light source for safety.
Carpooling is promoted but not encouraged by the national authorities. In order to actively benefit carpool community	Carpool users (commuters)	In order to actively benefit carpool communities, we propose to set regulations for parking spaces especially dedicated to vehicles used for carpool as well as financial support (founding) for cars verifiable used for carpooling.
Every newly build apartment building has to provide parking facilities for the residents and visitors. This way the citizens often do not think of alternative ways of mobility in their direct environment.	Residents and proprietors of apartment buildings	To encourage innovative and sustainable mobility options such as rental bicycles and cargo bikes, car sharing and carpooling etc. We propose that the national authority offers co financing in such sustainable mobility concepts for apartment buildings, even when constructed by private proprietors

2.3.1.2 Local policy proposals – Weiz

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Due to the given circumstances of buildings and narrow streets in the old town of Weiz, sidewalks are very narrow or not existing in some streets. The width of sidewalks cannot be increased and adjusted to the general norm.	Pedestrians, especially disabled people and families with children (using pram)	<p>To improve the walkability of the sidewalks in the old town and the safety of the pedestrians we propose the following solutions:</p> <ul style="list-style-type: none"> • Regulate the speed of cars in the streets connected to the narrow sidewalks to a maximum speed of 20 km/h. • If small and narrow sidewalks are given, the sidewalks should not be separated by height, but only in colouring, to provide the opportunity to use more space when no car is on the street, and also for cars to run around to the other side, in case a pram or wheelchair or similarly are using the extended sidewalk area. • The streets connected to the narrow

		sidewalks should be regulated as one-way streets.
Some stores use the (mostly narrow) sidewalk to promote sales and campaigns and take away walking space by doing so. Because of that the pedestrians (and cyclists) have to face obstacles on their path and use the street dedicated for cars to overcome them.	Pedestrians and cyclists	<p>In order to provide an obstacle free sidewalk for pedestrians we propose the following solution:</p> <ul style="list-style-type: none"> • Store owners are only allowed to use the public sidewalk in front of their store if the width of the sidewalk is 2m or above and they are not allowed to use signs or something similar when they need more than 50 cm of the 2m sidewalk. • Non-compliance of this regulation will be controlled and punished by the municipality.
Due to the new train line into the city center of Weiz, the town is separated by a railway, which also leads to pedestrian crossings with high danger potential. The crossings are regulated by traffic and pedestrian lights, and provided with red marks on the floor informing pedestrians where to stop. Anyhow those railway crossings are on the way to school for many pupils (primary and secondary school)	Pupils between 5-15 years of age	<p>In order to provide a safe way to school and to train the pupils on the new circumstances we propose the following solution:</p> <ul style="list-style-type: none"> • The green periods for pedestrian at crossings connected to the railway should be a minimum of 45 sec. in order to safely cross the street, even when they are walking in big groups. • An additional crossing guard should be placed at the crossing Europa- Allee to Kapruner- Generator-Straße in the morning and at noon (same work time as already existing crossing guards at other locations) to insure safe behaviour at the intersection.
In a lot of cases, especially outside the city centre, Bus and train stops do not offer a safe crossing option or walking path from/to the PT stop.	Public transport users, commuters, pupils	<p>In order to increase the quality of Public transport facilities and provide an easy and safe access to PT stops for pedestrians, we propose the following solutions:</p> <ul style="list-style-type: none"> • If a new bus or train stop is created, it has to be located at an intersection where the safe crossing of street sides is possible via crosswalk within 10 m of the PT stop. • Already existing PT stops without a crosswalk within the next 10 m have to be improved by the implementation of

		at least one crosswalk within 10 m, preferably signed with look-at-me lights
Seating possibilities in the city of Weiz are mostly provided in wide walking spaces (resting areas) or public parks, but rarely on long walking paths or sidewalks. Also the micro public transport system in Weiz (WASTI) provides pick up stations not connected to general public transport stops and therefore do not provide a seating possibility for waiting times.	Pedestrians, especially elderly people; WASTI users	<p>In order to provide seating possibilities to regain energy, especially for elderly, in a comprehensive network, we propose the following solutions:</p> <ul style="list-style-type: none"> • Increase the number of benches on sidewalks, especially at walking paths not directly connected to resting areas. • Implement the usage of public chairs (single bench), not only benches, in the city if the space at certain interspaces is too small for a bench • Provide seating solutions at every WASTI station, preferably with roofing. • Calculate and plan the placement of seating options when constructing new, or renewing old, sidewalks in the city.

2.3.2 Bulgaria

Proposed by: City of Varna

2.3.2.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
High number of people traveling to work in their personal vehicles. Intensive traffic during peak hours.	People, employers, people working in the central part driving daily	Reducing the required minimum number of parking spaces in public buildings, present into the central parts of cities.
Building plots without a concept for urban mobility. Chaotic traffic due to uncontrolled residential development.	Investors, builders, owners and buyers of parcels	Expanding the scope of the detailed site development plans and inclusion in urban mobility surveys.
Development of suburban areas without basic infrastructure, only accessible by personal car.	Investors, builders, people, living in suburban areas	Linking the urbanization of new territories with the development of public transport, cycling and walkability and connectivity.

2.3.2.2 Local level policy proposals – Varna

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Transport chaos near school establishments during peak hours. Dangerous traffic and potential for accidents near schools	Students, school staff, parents, people living and working near schools	Prohibition, reduction of vehicle traffic on the streets adjacent to schools and kindergartens at the beginning and end of classes/business hours of the kindergartens.
Overfilling the paid parking areas with vehicles of people residing and working in the region. Ineffective use of parking spots	People residing and working in a paid parking area	Limiting the number of road vehicles with local paid parking for traders and residents with up to one vehicle per separate (non-) residential property.
Lack of long-term plan/vision for improving walkability and alternative ways of moving within the city and decreasing	All residents of Varna and visitors to the city	Preparation/discussion and adoption of a development plan for the pedestrian traffic/cycling/traffic/urban transport in the city of Varna (independently or as

the number of personal cars		part of the Sustainable Urban Mobility Plan). All future urban projects should be compliant with that plan.
Chaotic design of urban elements and street furniture. Chaotic selection of materials and details in the urban environment.	Investors, citizens, visitors to the city	Guidelines/instructions on the planning and design of an urban environment (street spaces, cycling tracks, promotional sites, materials, etc.)
Construction of buildings that do not fit the surrounding architectural environment. Lack of limitation to the height of buildings, consistent with the scale of the city.	Investors, owners of buildings in the center of the city, citizens visiting the center	Drawing up of a Detailed Site Development Plan for the central part of Odesos Region, with specific rules and regulations for development and construction.

2.3.3 Czech Republic

Proposed by: RDA, Pilsen Region

2.3.3.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
<p>In the Czech Republic there are two levels of facilities dedicated to safe crossing the road by pedestrians: usual pedestrian crossing (so called zebra) or "place for crossing the road". On this "place for crossing the road" the pedestrian has no priority (in comparison to usual pedestrian crossing).</p> <p>The problem arises on the signal-controlled intersections, where the "place for crossing the road" is located. When the signal works, the "place for crossing the road" as usual pedestrian crossing, but in off-regime there is the unsolved problem of priority and safety of the pedestrians in the case of right-turning vehicles.</p>	<p>Drivers, pedestrians, Ministry of Transport, Parliament of the Czech Republic</p>	<p>Changing the Act No 361/2000 About the Traffic Operation on the Roads and Decree No 294/2015 of the Ministry of Transport implementing the road traffic rules.</p>
<p>In the "residential zone" (in the Czech Republic "Tempo 20 zone") there is no priority for pedestrians, while the vehicle leaves the "residential zone" and passes to the supreme road.</p>	<p>Drivers, pedestrians, Ministry of Transport, Parliament of the Czech Republic</p>	<p>Changing the Act No 361/2000 About the Traffic Operation on the Roads and Regulation No 294/2015 of the Ministry of Transport implementing the road traffic rules.</p>
<p>In the Czech Republic there are undefined the exact criteria, in which case needs to be realized a separated pedestrian path from the road operation.</p>	<p>Drivers, pedestrians, Ministry of Transport, State Transport Infrastructure Fund, municipalities</p>	<p>Integration of criteria (e.g. number of pedestrians per day) into Czech state standard 73 6101 (design of roads and highways) and 73 6110 (design of local roads). If the number of pedestrians per day would be reached, the sidewalk will have to be built along the road. A new support program for municipalities should be created, or the existing program within the State Transport Infrastructure Fund should be extended.</p>

2.3.3.2 Local policy proposals – Střibro

Problem / challenge	Affected audience	Proposed solutions
Missing the parking capacity in the Park and Go system near the city centre connected with the need of change paid parking system in the city centre. Currently, there are only 30 Park and Go parking places near the bus station within walking distance of the city square (500 m).	Drivers, pedestrians, inhabitants of the city centre	Extension of paid parking in the wider area of the city centre (about 300 meters distance from the square) and capacity expansion of Park and Go system in context to the upcoming construction of additional parking areas within walking distance of 500 meters from the square. Using the paid residential parking card system for city centre residents. These interventions could lead to increasing motivation for walking also by drivers (e.g. visitors of the city centre).
In the residential parts of the city is parking a major problem too. The cars are chaotically parked on many streets, partly on the sidewalks, which leads to blockage of the pedestrian access. <i>(cannot fulfil their function.)</i>	Drivers, inhabitants of the residential area, pedestrians, cyclists	Realizing the concept of mixed traffic with "Tempo 30" zones in the residential part with lower car traffic density (with service function, without transit function), with undifferentiated priority at junctions and adjustments leading to calm the traffic situation (elevated intersection area, speed bumps), i.e. new street design without sidewalks, enabling the collision-free parking of cars, walking and cycling. This concept of street design with an alternative arrangement of the street profile should be implemented in the case of complex revitalization projects of residential parts of city.
The safety of schoolchildren on their trips to schools is another major problem. Safety deficit in the wider surroundings of elementary and grammar schools should be solved by efficient interventions.	Schoolchildren, drivers, residents living in the wider area of schools	Realizing the interventions on the roads near elementary and grammar schools in order to better organize cars bringing schoolchildren into schools. Implementing the K+R system with sufficient capacity of parking spaces and collision free boarding and getting off the schoolchildren from cars in relation to traffic on the surrounding road. Realizing the interventions eliminating bottlenecks and risk spots on the most used routes <i>by walking schoolchildren?</i> These interventions are one of the objectives of pilot project dedicated to safe routes from home to schools.
Problem of the projects on the supreme regional road network realized by	Drivers, pedestrians, cyclists, inhabitants of the peripheral	Cooperating with the Administration and Maintenance of the Pilsen Region Roads in the preparation of investments on the

<p>Administration and Maintenance of the Pilsen Region Road regarding the pedestrians and cyclists, missing the tangential connections of the city neighbourhoods on the historical developed radial road system</p>	<p>city neighbourhoods</p>	<p>regional road network, especially by eliminating the bottlenecks. Holistic approach of the responsible urban planners with the objective of designing the coherent network of pedestrian paths for daily commuting also the trails with recreational function – not only in the city centre, but also in peripheral neighbourhoods, which are attractive for the touristic trips.</p>
<p>Comfort of the passengers in the public transit represents one of the motivational factors in the decision-making process of the choice of transport mode for travelling</p>	<p>Residents of the city, pedestrians, drivers, public transit users</p>	<p>Acquisition of low-floor (with kneeling) air-conditioned buses by the public transit operator resulting from the new public procurement. On the other hand, the city should adapt the infrastructure of existing stops to these new buses. In particular it concerns the construction of platform height. At the same time, the bus stop should provide passengers some protection against weather and the possibility of seating. All upcoming street reconstruction projects (with existing bus stops) should include the uniform appearance and equipment of the bus stops.</p>

2.3.4 Croatia

Proposed by: City of Varaždin

2.3.4.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
<p>The issues of traffic safety are not comprehensively tackled on the national/regional/local level, since there is no single entity responsible for the overall traffic safety on the road network. It results in an insufficient level of traffic safety.</p>	<p>All transport system stakeholders</p>	<p>Since the jurisdiction over traffic safety is divided among several entities according to the various traffic safety aspects and road categories, for the purpose of ensuring a more coordinated and unified approach to resolving traffic safety issues, a stronger cooperation should be encouraged on the local/regional/national level. In line with the recommendations of Varaždin Sustainable Mobility Plan to establish Traffic Safety Local Committees on the level of urban districts, a similar approach should be adopted for the higher level of territorial/administrative units in order to enable a continuous information exchange and a holistic approach to planning of traffic safety measures.</p>
<p>According to the national strategies, the railway transport service should act as a backbone to regional and national public transport. However, the service insufficiently adjusted to the needs of the final users, including its integration with the locally available services.</p>	<p>The existing and the potential users of the public transport service, including cyclists and drivers</p>	<p>A "Bike-to-Train" service should be implemented in all regions of Croatia in order to enable sustainable long-distance trips, combining rail and bicycle transport. The existing railway corridors should be modernised, primarily by ensuring modern and fully equipped stops and stations, by adjusting the time schedules and ensuring balanced and user-adjusted departure intervals. Integrated passenger information should be provided to the users.</p>
<p>There are no national legal requirements, guidelines or incentives towards the local authorities to develop a SUMP. For that reason, a motivation to apply an integrated approach to sustainable</p>	<p>Local authorities, the citizens</p>	<p>A clear policy on the SUMP preparation should be agreed on the national level. Available EU funds and other national financial sources should be used in order to support the preparation of SUMP for the towns and cities in Croatia. The national authorities have to ensure clear</p>

<p>mobility planning is still missing, with only a limited number of such plans developed. The lack of suitable planning concept reflects in the existing local transport public policies, insufficiently supporting a sustainable modal shift - away from car dependency.</p>		<p>guidance (within publications and workshops) for the preparation process, establishing the methodology (in addition to already existing one on the EU level), actively promoting the SUMP approach as the one strengthening the participative society and contributing to the overall quality of life in cities, unlike the previous transport planning approach focusing on the motorised traffic only.</p> <p>A legal position of SUMP as a strategic document should be regulated by law, to establish its connection to other planning documents (e.g. spatial planning) and ensure a standardised and high-quality planning approach in all urban settlements. Cities with the developed SUMPs should be promoted by the national authorities and awarded by possible benefits in the national financing programmes for transport / urban development sectors.</p>
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

2.3.4.2 Local level policy proposals - Varaždin

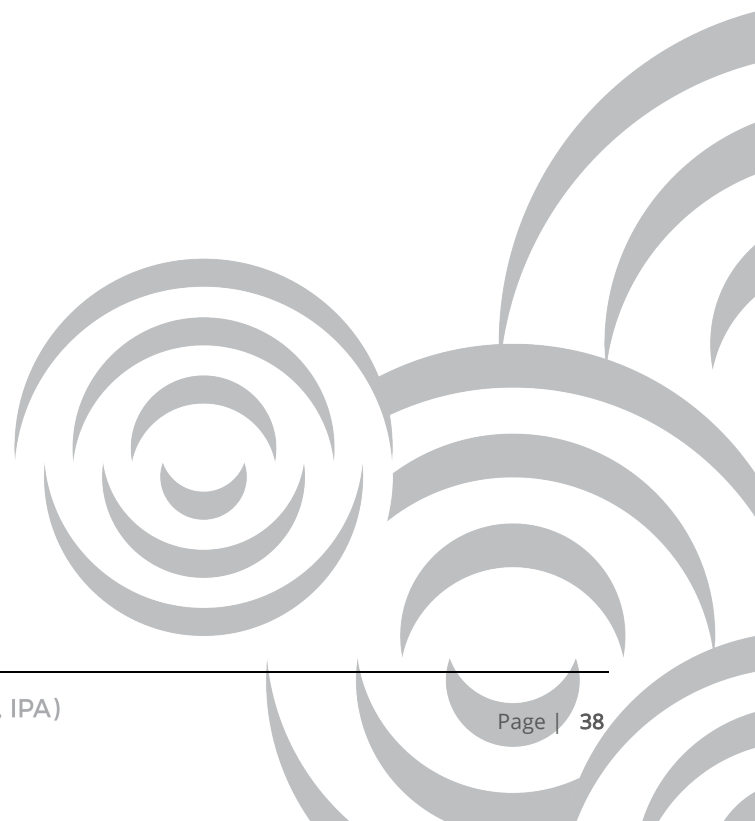
Problem / challenge	Affected audience	Proposed solutions
<p>The low quality of pavements on the pedestrian surfaces demotivates the citizens from more frequent and longer walking within the city boundaries.</p>	<p>Pedestrians</p>	<p>The low quality of pedestrian surfaces has negative impacts to the willingness to walk. High quality pedestrian surfaces should be planned and built, taking the pleasantness of walking into consideration. Dropped curbs and suitable ramps should be implemented in all pedestrian crossings, to enable the movement of vulnerable groups with reduced mobility.</p>
<p>A significant fear of theft demotivates the citizens to cycle using their own bicycle.</p>	<p>Potential cyclists</p>	<p>Since the existing bicycle parking infrastructure does not ensure a suitable level of security against theft, a new type of cycling infrastructure should be introduced and placed on well light public surfaces, near the popular destinations.</p> <p>A public bike sharing system should be implemented in the City of Varaždin.</p>
<p>The citizens perceive the level</p>	<p>Pedestrians</p>	<p>An implementation of safe pedestrian</p>

<p>of pedestrian safety as insufficiently high, mostly due to the irresponsible behaviour of drivers (of motorised vehicles, but also cyclists).</p>		<p>routes is recommended for every school within the administrative territory of the City. The initial step is to develop a suitable planning document, which will promote walking, traffic safety and sustainability of mobility patterns, especially considering the vulnerable groups. The vehicle speed should be limited to 30km/h in all residential areas and in the surroundings of educational and health institutions (attractors of pedestrian traffic).</p>
<p>The cycling network is incomplete with inconsistent level of quality and safety.</p>	<p>Existing and potential cyclists, pedestrians</p>	<p>A construction of an integrated cycling network within the administrative borders of the City is necessary to support the modal shift from cars to more sustainable modes. Due to the increasing (expected) number of cycling trips, the capacities of the bicycle parking zones should be increased, providing better and more efficient solutions for vehicles. The cycling network should be implemented within the existing street profiles or as separate tracks built through green areas and/or areas suitable for cycling, considering the needs of cyclists, in terms of attractiveness and safety. The omission of such cycling routes should be allowed only exceptionally, where spatial or other limiting circumstances do not enable safe cycling tracks/lanes to be built.</p>
<p>The public transport system is insufficiently developed and publicly visible, in terms of available services and infrastructure.</p>	<p>Existing users of public transport and car drivers who could potentially shift to public transport</p>	<p>There are two main solution categories: the first one is related to the direct improvement of the existing services and infrastructure, and the second one is a better utilisation of the market influences. The private sector has the power to induce a continuous improvement of public services. For that purpose, a stronger cooperation between private and public sector should be established to enable a knowledge transfer, co-design of innovative concepts and solutions, joint distribution of risks, roles and responsibilities. Also, the market entities often possess a</p>

		<p>better overview of customers' needs and cost-effective business approaches, potentially useful to the public sector. The direct improvement of the existing public transport (PT) service and related infrastructure should be done by implementing the following:</p> <ul style="list-style-type: none"> - introducing dedicated public transport lanes - better integration of the local bus transport with the railway, including the time schedule harmonisation - increase the PT system visibility by designing a unique visual identity of stops and stations - adjustment of PT routes to better suit the users' needs - increasing the departures frequency in the local PT system - equipping the bus stops and stations with passenger information displays providing information in real - time - reconstruction of bus stops and stations to achieve compliance with the legal requirements - introducing a demand responsive transport service - introducing PT complementary mobility sharing services - modernising the PT ticketing system - implementing PT priority schemes on the transport network.
<p>The current local parking policy supports car dependency and encourages car-oriented land use management, thus impacting the safety and comfort of walking/cycling.</p>	<p>Pedestrians, cyclists and car drivers who could potentially shift to more sustainable transport modes in daily trips</p>	<p>In order to achieve a sustainable urban mobility policy, a comprehensive parking policy should be developed and applied, in line with all other sustainable strategic objectives in fields of environment, climate, economy, society and transport. The parking policy is one of the crucial keys to modal shift management, which is a fact needed to be promoted among the local decision-makers. The existing tariff policy (in terms of parking fees) enables cheap parking in the city centre without any time limitation, occupying</p>

		<p>street space and not providing the alternative. Therefore, the key recommendations are as follows:</p> <ul style="list-style-type: none"> - modification of the parking tariff policy in order to primarily destimulate arrival to the city centre by car, and then discourage the parking in the city centre lasting longer than 2 hours; - reducing the number of parking places, in the wider city centre, since they have a negative impact on the public space quality; - optimisation and digitalisation of the parking service in order to make it more efficient; - removing the parking places along the main streets, especially on the sections with the insufficient width of pedestrian /cyclist lanes - introducing Park&Ride facilities outside the city centre.
<p>Low level of overall traffic safety in the city area</p>	<p>All participants of urban traffic in the City of Varaždin</p>	<p>A more significant engagement of the local authorities is needed in order to achieve a successful coordination of all institutions and entities responsible for the traffic safety in the urban area of Varaždin, but also to improve the education and awareness raising of all transport system participants. Key solutions/measures proposed:</p> <ul style="list-style-type: none"> - analysis and proposals for the traffic safety improvement during the road construction works - setting-up of the local traffic safety committees on the level of city districts, with a task to observe and identify the deficiencies and threats in the transport system and communicating them to the competent authority with clearly defined action requirements. - defining the measures for the reduction of average traffic speeds on specific locations defined by the city transport department, traffic police, local traffic safety committees and the citizens (e.g. light signalling,

		<p>video surveillance, vertical signalling, green belts etc.)</p> <ul style="list-style-type: none">- increasing the number of workshops and trainings related to road traffic safety- improving the traffic control system by increasing the scope and the frequency of controls.
--	--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



2.3.5 Hungary

Proposed by: City of Nyíregyháza

2.3.5.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Investments in local road infrastructure is disproportionate to investments in pedestrian/ cycling infrastructure and public transport.	Pedestrians, cyclists, public transport users.	Provide more financial support to the development of infrastructure related to sustainable local mobility, like pedestrian infrastructure, cycle tracks / lanes and public transport.
It is increasingly important to properly monitor urban transport, which requires the use of standard indicators across cities. The National Statistical Office already collects and publishes some statistics related to car ownership, car usage, but less information is available on bicycle use, and almost no information on pedestrian traffic and walkability. Measuring modal split is not mandatory, either.	Local Transport Policy-makers, National Statistical Office	The National Statistical Office should design and regularly measure a dataset that describes sustainable urban mobility and supports related decision-making. Measuring modal-split in all cities above a certain size, as well as using a walkability index (for instance adapting the CityWalk Walkability Index) would be important.
In cities across Europe – and increasingly in Hungary – the number of micro-mobility vehicles (small electric vehicles used for first and last-mile – typically e-scooters and electric bikes) dynamically increases. While these vehicles could be important pedestrian-accelerators, thus contributing to the improvement of walkability, currently their use is not properly regulated, and that		Put in place national level regulation on the use of micro-mobility vehicles, providing for minimum safety requirements, basic rules of use, age-limits. The regulation should also clearly stipulate which part of the road these vehicles can be used, and under what conditions.

<p>raises numerous safety concerns, and the lack of regulation can also lead to conflicts between micro-mobility vehicle riders and other road users.</p>		
-----------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

2.3.5.2 Local level policy proposals - Nyíregyháza

Problem / challenge	Affected audience	Proposed solutions
<p>Public investment projects (building new city streets, rehabilitating existing city streets, construction of new facilities, etc.) often ignore to apply walkability principles when being implemented. Thus, walkability is not a priority.</p>	<p>City residents, pedestrians, cyclists.</p>	<ol style="list-style-type: none"> 1. Design and apply minimum walkability requirements. Design a set of principles – minimum requirements – that any infrastructure project affecting the built environment need to follow – in order to provide appropriate conditions for pedestrian traffic.
<p>Private investments – for instance building new housing units both in the city centre and in the outskirts of the city or building offices for businesses – currently do not need to fulfil obligations to ensure improved conditions in the linked public domain (street, sidewalk, park). When it comes to mobility, there are minimum (car) parking requirements, but no specific requirements to promote active forms of mobility. As a result, most infrastructure investment projects have a focus on providing the best possible conditions for car users, and often ignore the needs of pedestrians or cyclists.</p>		<ol style="list-style-type: none"> 2. Develop standard street design templates for different types of urban streets that prioritize active forms of transport (walking, cycling) and the use of public transport over passenger car transport and provide good conditions for cycling and walking. Whenever a new street is built or an existing street is being rehabilitated, the relevant template needs to be applied. 3. When an urban street is improved or rehabilitated, make mandatory to also upgrade / improve the sidewalk in line with the relevant street / sidewalk design template. 4. When a new building (housing facility, offices, retail buildings, etc.) is built or an existing building is rehabilitated, issue a building permit that prescribes the development of the sidewalk adjacent to the building, in line with the relevant street /

		<p>sidewalk design template</p> <p>5. When a new facility that provides services to the public (public building, educational institution, healthcare facility, retail shop, restaurant or bar, financial institutions or any other facility attracting clients) opens, one of the conditions of issuing operating permit should be the provision of the conditions of safe bike-parking for its clients. (Minimum bike-parking requirement). The same would be mandatory for the already existing facilities / buildings, but with a fair grace period (for instance 2 years).</p>
<p>On-street parking is an increasing problem in the Nyíregyháza – cars claim more and more space in downtown residential areas. The most important cause of this problem is that while there are minimum off-street parking requirements in newly built apartment houses and developers build underground garages, car-owners often do not buy the underground parking place; rather, they decide to park the car in front of the house in the street.</p>	<p>Developers and buyers of new downtown apartments</p>	<p>Unfortunately, it is impossible to differentiate between apartment buyers who own a car and those who don't. Therefore, a new local regulation should be put in place allowing the selling of any new downtown apartments only together with one off-street parking place.</p>

2.3.6 Romania

Proposed by: City of Oradea

2.3.6.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Narrow sidewalks or no sidewalks in new-developed residential/commercial/industrial areas, all this being a major barrier for walking	New residents, users, employees	The National Urban Regulation should contain specific articles referring to pedestrian infrastructure and to condition the emitting of building permits on building proper sidewalks.
Few parking spaces inside the city	Drivers	For all the cities with train stations, the national road company should offer plots of land where P&R facilities can be built, and from where the drivers can take public transportation.
Unattractive commercial streets, caused by low occupancy rates	Pedestrians, citizens in general	The local administration can offer a very small tax deduction, but the national authorities can offer a more generous one, so, especially for the shops and other commercial activities that are located in the city centres or on street that can be pedestrianized a national law should be emitted to lower the taxes.

2.3.6.2 Local level policy proposals – Oradea

Problem / challenge	Affected audience	Proposed solutions
Short times for green light for pedestrians at the street crossings.	Especially the elderly people, children and people that have difficulties walking	Longer times for green light for all the crossroads that contain traffic lights during the day, especially near schools or other points of interest for old people. This issue should be discussed with all the potentially affected entities and/or stakeholders (in some cases this could mean longer travel times by public transport).
Narrow sidewalks or no sidewalks in new-developed residential/commercial/industrial areas, all this being a major	Users, visitors, employees	All the new urban plans approved by the city should establish a minimum width for sidewalks (larger than the legal minimum), this emphasising the

barrier for walking		fact that Oradea is a pedestrian oriented city. Preparing standard street design templates for typical city-centre street categories,
Unattractive commercial streets caused by low occupancy rates.	Pedestrians, citizens of Oradea, generally	More incentives of promoting strategic streets that have potential to become more walking-friendly should be made by city hall. A solution with a strong impact is to offer low tax rates for a period of minimum 5 years, in order to attract more investments.
Lots of sidewalks in the city centre and in the rest of the city are occupied by parked cars, leaving very narrow spaces where pedestrians can walk. An important part of these sidewalks is in the city centre, in places offered by the city hall.	Pedestrians, people in wheelchairs, parents with small children in carriages	Extended paid parking areas, even in the large neighbourhoods, in order to have paid parking at the origin and at the destination of the trip. All the regulated parking spaces that are on the sidewalks must be eliminated.

2.3.7 Slovakia

Proposed by: City of Zilina

2.3.7.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Respect of the results of the strategic documents available to the Zilina Self-government office	Residents of Zilina region (cities, villages)	Completion of the "Strategy for Sustainable Transport and Mobility ZSK" (SURM ZSK), which is being elaborated, will determine the main conceptual directions of balanced development of the complex transport system and within it all transport systems with their projection into the territory and minimization of environmental impacts.
Respect for the current "Planning and Planning Policy"	Residents of Zilina region (cities, villages)	This material was made by order of Ministry of Transport and Construction of the Slovak Republic in 2013 as a new principle after thirty years of territorial planning practice (replacing the 1983 guide). These are the rules corresponding to the current procedures of spatial planning, the competences of municipalities and self-governing regions, corresponding ownership relations, taking into account relevant United Nations and European Union documents.
Joining the New Urban Agenda and accepting Agenda 2030	Residents of Zilina region (cities, villages)	The fundamental of the New Urban Agenda is the interconnection of economic development, social inclusion and environmental sustainability. This link should be included in any urban renewal policy and strategy.

2.3.7.2 Local level policy proposals - Zilina

Problem / challenge	Affected audience	Proposed solutions
<p>Parking is a big problem in the city center. There are insufficient parking spaces, drivers have parked in the areas, which are not available for parking, they are not willing to pay for parking, and they also occupy parts of the pavements.</p>	<p>drivers and pedestrians in the centre of the city</p>	<ol style="list-style-type: none"> 1. To complete in the city the parking houses on the level of the 3rd city ring 2. Establishment of P + R (and Park + Walk) parking facilities near the city center, providing inexpensive driver parking and easy access to the city center. 3. Adding P + G and K + R short-term parking facilities 4. Carrying a city-centered parking policy that affects car users who do not use dedicated parking.
<p>Arranging the ownership relations of the city and the city companies</p>	<p>drivers and pedestrians in the centre of the city</p>	<p>Revenues from paid parking places and fines to invest in development parking facilities (P + R, K + R...).</p>
<p>The problem is also with parking in housing estates and in urban areas</p>	<p>drivers and pedestrians in the urban areas</p>	<p>Introduce the same parking policy system in the city</p>
<p>The width and quality of pavement surface on most streets in the city center is not appropriate, it does not allow the safe and comfortable movement of people, especially those with special needs (wheelchair users, baby carriage users, but also for the elderly, etc.).</p>	<p>The pedestrians in the centre of the city especially for those with special necessities</p>	<p>To improve the quality of the pavements in the city center, we suggest the following long-term solution:</p> <ul style="list-style-type: none"> • preparing standard sample drawings for a typical street space layout, prioritizing key pedestrian and cycling conditions; • applying these standards to address any future project or road reconstruction;
<p>Consistent insistence for compliance with the generally binding regulation of the city and the conditions of the building permit.</p>	<p>Citizens</p>	<p>The builder should be obliged to comply with the generally binding city regulation Not only when issuing building permits in the city center (new building or refurbishment) but, he should be called upon to fulfill them and he should be subsequently controlled.</p>

2.3.8 Slovenia

Proposed by: ZRC Bistra Ptuj and Kamnik, Slovenia

2.3.8.1 National level policy proposals

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Inadequate legislation and implementing regulations regarding the regulation of traffic requirements and other types of sustainable mobility.	Legislator and line ministries.	Amendments to the bylaws of the Road Act: Rules on Road Design, Rules on Road Connections on Public Roads from the point of view of pedestrian dimensioning and pedestrian guidance along roads, crossing roads and intersections.
Incorporated contents of sustainable mobility into spatial legislation.	Line ministries	Inclusion of contents in secondary legislation Spatial Planning Act (ZUreP-2): eg. Rules on the preparation of municipal spatial plan (OPN) and the Rules on the preparation of municipal detailed spatial plan (OPPN), which relate to the organization of pedestrian areas, the creation of traffic areas in the city, preferably for pedestrians, parking, green urban logistics.
Investments in road infrastructure are disproportionate to investments in public passenger transport infrastructure (railways, buses), intermodal options and surfaces for cycling and walking.	Pedestrians, cyclists, public transport passengers, drivers, professional drivers	<ol style="list-style-type: none"> 1. By 2020 coordinate railway and bus timetables at the national, regional and local levels. 2. Regular annual meetings with representatives of the state on improving the conditions for sustainable mobility. 3. Achieve a balance of investment shares for individual transport modes in a ratio of 90 : 10 between investments in infrastructure and soft measures. 4. Raising awareness of how much money is allocated to sustainable mobility, with an emphasis on walking.
Major traffic generators, such as shopping centers, businesses and public institutes are often located on the outskirts of cities, where accessibility with sustainable mobile assets is difficult, also due to the distance. Spatial planning does not relate to	Pedestrians, cyclists, public transport passengers, companies, state budget	<ol style="list-style-type: none"> 1. Placement of residential and service activities along the existing transport network. 2. Ensuring maximum accessibility on foot, bike and with public transport.

transport planning. They consider personal car as primary accessibility.		
In Slovenia, mobility habits are not monitored continuously, and there are no indicators designed to monitor the mobility habits of the residents.	All residents	<ol style="list-style-type: none"> 1. Develop indicators for monitoring mobility habits and investments in infrastructure as a statistical data. 2. Integration of indicators with indicators in comparable domestic and European cities. 3. Three-year reporting on the status of indicators.

2.3.8.2 Local level policy proposals - Ptuj

Problem / challenge	Affected audience	Proposed solutions, national level policy changes
Lack of knowledge of integrated transport planning		Education
Inadequate spatial implementation conditions of spatial planning documents: encouraging the use of motor vehicles, spatial arrangement solutions that are subordinate to motor traffic requirements	All users of spatial arrangements, spatial planners, for the area of competent services in municipalities	Integration of contents of new implementing regulations into spatial implementing acts: renewal of requests for min. no. parking places for individual activities depending on the city location, design of traffic areas, measures of green city logistics in city centre.
Spatial implementing acts do not include sustainable mobility solutions	All users of spatial arrangements, spatial planners, for the area of competent services in municipalities, investors.	Integration of concrete solutions that take into account the requirements of sustainable mobility, into individual spatial implementing acts
Municipal Decrees do not include the content of pedestrian traffic management and include them inadequate elements.	Spatial planners, municipal services	Completion of municipal ordinances on regulating transport, space, green areas, etc.
Uninformed public about the impact of motor traffic on the quality of life and the use of other sustainable forms of travel.	General public	Raising awareness of the population

2.3.8.3 Local level policy proposals – Kamnik

Problem / challenge	Affected audience	Proposed solutions
<p>Pedestrian infrastructure is not adapted for people with special needs (e.g. too narrow sidewalks, obstacles on footpaths, excessive passage between the sidewalk and road).</p>	<p>People with special needs</p>	<ol style="list-style-type: none"> 1. By 2022, draw up a survey and plan for elimination of inaccessible places from the center of CIRIUS and elderly home to the center of Kamnik for people with special needs. 2. By 2025, ensure that design requirements are adapted for people with special needs, are entered into planning documents and implemented in the process. 3. Cooperation with towns where institutions with people with special needs are located.
<p>Foot and bicycle routes are not connected; there are many short sections in the city.</p>	<p>Pedestrians and cyclists</p>	<ol style="list-style-type: none"> 1. Providing a connected network of walking and biking routes: building new sections, upgrading the missing sidewalks and cycling routes (consequently changing street profiles), revitalizing old routes separated from the main roads, building new routes separated from roads... 2. In any subsequent renovation of municipal and state roads within settlements in the renovated section, it is compulsory to build a suitable wide sidewalk and safe cycle path. 3. Connect green areas with pedestrian paths and appropriate signalling within the city by 2025.
<p>There are currently several dangerous points (crossing of busy roads, missing parts of sidewalks and cycling routes...) on the school paths within the town of Kamnik.</p>	<p>Kindergarten children and their parents, elementary and high school students</p>	<ol style="list-style-type: none"> 1. By 2022, obtain solutions to eliminate the identified dangerous locations on school routes. 2. By 2022, register dangerous access to kindergartens. 3. Eliminate at least one dangerous area around kindergartens every two years. 4. By 2025, regulate proper lighting of pedestrian crossings and equip them with light-signalling. 5. Upgrading the missing sections of safe school paths in the center and surrounding of Kamnik, arranging safe access to kindergartens. 6. Prepare a plan for the organization of

		<p>school paths, which includes the dynamics of interventions. Appropriate equipment with traffic signalling: marking of pedestrian crossings, warning vertical signalization, enlargements and renovation of existing sidewalks. A safe crossing of busy roads is arranged, and the temporary foot path is redirected to less busy roads. On the road, for example, it is indicated with colour that a surface is also intended for pedestrian; drop-off point; kiss and drive.</p> <p>7. Traffic moderation measures (changes in street profiles, traffic signalisation, speed limitation, zone 30 or 10, road paving, small welding radios, raised platforms, central traffic islands, surveillance).</p>
<p>The Kamnik municipality does not have a city bus, what prevents the mobility of the non-motorized part of the population (elderly, children, those with special needs, adolescents) and encourages use of a private car.</p>	<p>Residents of Kamnik municipality</p>	<ol style="list-style-type: none"> 1. Until 2020, a free route of urban bus is set up again - Kamnik bus, adapted for people with special needs (especially those on wheelchairs). 2. Smaller means of transport (e.g. van) that drive more often - connection to bus lines, from rural areas to the city center. It can also be in the form of transport on call, etc.
<p>A major part of personal motor transport represents daily migrations to work.</p>	<p>Pedestrians, cyclists, drivers.</p>	<ol style="list-style-type: none"> 1. Execution of travel plan in the municipality and other institutions in the municipal structure by 2025. 2. Support for the preparation of travel plans for larger traffic generators. 3. In the medium term 10% decrease in the number of cars on tourist spots in the medium term. 4. City parking policy. 5. Encouraging co-traveling. 6. Preparation of expert bases for traffic and legal regulation of access to <i>Velika planina</i>. 7. A mobility plan for multi-employee organizations.