



**MATCH-UP**  
Interreg Europe



# MUNICIPALITY OF TIMIȘOARA ACTION PLAN

**Action Plan to boost modal  
interchange with and between  
low-carbon means of transport**



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## Glossary of Terms

<b>Acronym</b>	<b>Meaning</b>
<b>DGDPPRU</b>	General Department for Roads, Bridges, Parking Lots and Utility Networks
<b>DN</b>	National Road
<b>MPGT</b>	Transport General Master Plan of Romania
<b>PDR</b>	Regional Development Plan
<b>PMT</b>	Timisoara City Hall
<b>SUMP</b>	Sustainable Urban Mobility Plan
<b>LIOP</b>	Large Infrastructure Operational Program
<b>ROP</b>	Regional Operational Program
<b>SMTT</b>	Association for Intercommunity Development “Metropolitan Transport Company Timișoara
<b>SPE</b>	Urban Projects Office
<b>SUMI</b>	Sustainable Urban Mobility Indicators
<b>STPT</b>	Public Transport Company Timisoara
<b>VpB</b>	“Green for Bikes” Association

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## Part 1: Introduction

### 1.1 Project Partner


<p><b>Project</b></p> <p><b>Partner organisation(s) involved</b></p>	<p><b>MATCH-UP – The Role of Modal Interchange to Foster a Low-Carbon Urban Mobility</b></p> <p><i>Municipality of Timisoara</i></p> 
<p><b>Description</b></p>	<p>In Timișoara, the City Hall is the local public authority that is in charge of solving transport and mobility problems, through the specialized departments subordinated to the mayor. The organization chart of the institution includes the following entities that deal with the management of urban transport and mobility at local level, including at the level of projects related to this field: <b>General Directorate for Roads, Bridges, Parking and Utility Networks</b>. It has 4 subordinate services, including the following:</p> <ul style="list-style-type: none"> <li>✓ <i>Roads, Bridges, Parkings, Sewerage, Water Supply Service</i> under which the <i>Roads, Bridges, Parkings Office</i> operates;</li> <li>✓ <i>Transport Service</i> under which the <i>Traffic Monitoring Office</i> and the <i>Transport and Traffic Safety Office</i> operate;</li> <li>✓ <i>Urban Projects Service</i> under which the <i>Urban Projects Elaboration and Management Office</i> and the <i>Urban Projects Implementation and Monitoring Office</i> operate.</li> </ul>
<p><b>Country</b></p>	<p><i>Romania</i></p>
<p><b>NUTS2 region</b></p>	<p><i>Regiunea Vest</i></p>
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<p><b>Website</b></p>	<p><i>https://www.primariatm.ro/</i></p>

Table 2.1: General information

## 1.2 Primary Policy Stakeholder

<b>Name of stakeholder</b>	<b>URBAN PROJECTS OFFICE (SPE) within the MUNICIPALITY OF TIMISOARA</b>
<b>Type of stakeholder</b>	<p>Office responsible for the implementation and update of the main policy instrument in the field of urban mobility at the level of the local public authority.</p> <p>At local level, the main strategic document that establishes the development of the Municipality in terms of transport and mobility is the Sustainable Urban Mobility Plan which has been selected as a policy tool to be improved following the MATCH-UP project. This entity has been selected as the Primary Policy Stakeholder because it is directly responsible for updating the SUMP, which is planned for 2021 and which will also integrate the policy changes generated by the lessons learned in the MATCH-UP project. Among the SPE's attributions are the promotion and implementation of local projects regarding the construction, rehabilitation, consolidation and development of the urban infrastructure within the Municipality of Timișoara. SPE has among its attributions the revision, updating, periodic completion of the Sustainable Urban Mobility Plan of the Timișoara Growth Pole. European guidelines provide for the revision of this type of strategic planning document every 5 years. The SUMP can be revised whenever necessary, as a result of changes in the transport system following the implementation of major projects (for example, the extension of local public transport routes in the Timișoara Metropolitan Area) or when it is desired to change the policy instrument (as is the case with the implementation of the MATCH-UP project). At the same time, the SPE annually monitors the implementation of the projects included in the SUMP.</p> <p><i>Person in charge:</i> Loredana Sibian, Head Office.</p>
<b>Description</b>	<p>Timisoara – the capital of the historic Banat region – is an important city in Romania, where important and varied industrial, commercial, financial, medical and educational activities are concentrated. According to the number of inhabitants, it ranks third in Romania, after the capital Bucharest and the Municipality of Iași, with 328,480 inhabitants on 01.01.2019, according to the National Institute of Statistics. By its position in western Romania, Timișoara is also a key road transport pole, being positioned both on the west-east axis, which serves the center and south of Romania (Nădlac - Arad - Timișoara - Lugoj - Sibiu / Craiova - Bucharest - Constanța), as well as on the north-south axis (Satu Mare - Oradea - Arad - Timișoara - Belgrade). The street network in Timișoara and the immediately adjacent areas is radial, strengthened by five concentric rings, none of them completely built. There is no predominant corridor delimited in terms of traffic volumes, as they are distributed relatively evenly over most of the</p>

	<p>radial and circular roads. There is a bike path network that links the most important objectives, but the degree of use of this means of transport is still very low. The modal split shows that most daily trips to the city are made by car, while the bicycle accounts for just over 1% of the modal share.</p> <p>According to the Administrative Code, at the level of the Municipality the public administration authorities are:</p> <ul style="list-style-type: none"> <li>• Local Council - deliberative authority;</li> <li>• Mayor - executive authority.</li> </ul> <p>The local council and the mayor function as authorities of the local public administration and have the task of solving the public affairs of the Municipality, in accordance with the law.</p> <p>For the implementation of the attributions, the Mayor of Timișoara has a subordinate specialized apparatus structured on functional compartments (directions) staffed with civil servants and contract staff.</p> <p>Thus, the entity selected as Primary Policy Stakeholder – URBAN PROJECTS OFFICE (SPE) – is part of the GENERAL DIRECTORATE OF ROADS, BRIDGES, PARKINGS AND UTILITIES NETWORKS (DGDPPRU)</p>
<p><b>Responsibilities/role within the development and implementation of the policy improvement</b></p>	<p>The general objects of activity of the URBAN PROJECTS OFFICE are the following:</p> <ul style="list-style-type: none"> <li>- establishing, promoting and implementing strategies and plans for the development, modernization and improvement of public utility services and networks;</li> <li>- promoting and implementing priority projects included in the Sustainable Urban Mobility Plan, respectively in the Integrated Urban Development Strategy;</li> <li>- attracting funds for the achievement of the objectives and goals of the Municipality of Timișoara, as well as the implementation and monitoring of the projects developed within the directorate.</li> </ul> <p>Its responsibilities include the development and proposal of policies, strategies, plans, programs and procedures in the field of local public infrastructure. It also has the role of identifying adequate national, regional and international financing programs in order to implement local projects aimed at building, rehabilitating, consolidating and developing urban infrastructure in Timișoara.</p> <p>The SPE has the decisive role within the Municipality of Timișoara for the implementation of the projects provided in the SUMP.</p> <p>According to the Activity Report for 2019, projects were developed and grants were obtained for a number of proposals from the SUMP that support public transport and intermodality, such as:</p> <ul style="list-style-type: none"> <li>• Renewal of the tram fleet by purchasing new articulated trams with lowered floor;</li> <li>• Rehabilitation of tram lines and modernization of street structure;</li> <li>• Acquisition of 44 electric buses.</li> </ul> <p>The SPE is also involved in other projects aimed at sustainable urban mobility policies and monitoring the implementation of the SUMP.</p> <p>1. The Municipality of Timișoara through the SPE is a strategic partner</p>



associated in the project "**Electric, Electronic and Green Urban Transport Systems - eGUTS**", which aims to exploit the potential of e-mobility in 7 Danube cities, regions and surroundings.

Within this project, on the occasion of the European Mobility Week, on September 22, 2019, the Sustainable Energy Cluster of Romania - ROSENC initiated the Electro-Tura action, dedicated to promoting e-mobility, in partnership with the City Hall of Timisoara. Specifically, they wanted to promote small electric vehicles, such as electric bicycles, electric scooters, electric skateboards, etc., as a future alternative to conventional vehicles for the urban environment.



2. Also, the SPE, as responsible for updating the SUMP, carried out between 15.09.2017 - 29.02.2020 the project **CIVITAS – SUMP**s-Up in which the Municipality of Timișoara was a member within the Leadership Group.

The project brought together 8 partner organizations and 7 partner cities. The aim was to help European cities in their efforts to develop, implement and monitor a Sustainable Urban Mobility Plan, including cleaner and more sustainable mobility solutions. The philosophy of the SUMP

s-Up project was based on collaboration and cooperation, this project sharing knowledge and drawing on the experience of cities, researchers, universities, environmental organizations, climate protection institutes, transport consultants and mobility experts in Europe.

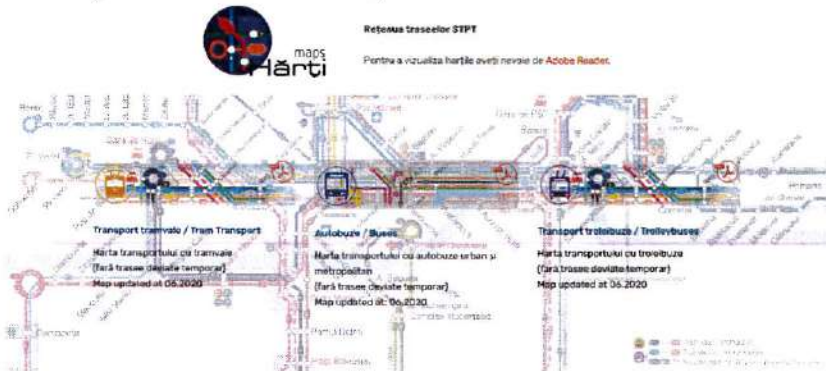
3. Timișoara City Hall is a member of the SUMI project - Sustainable Urban Mobility Indicators, in which all members were involved in various ways in the European Commission's efforts to promote the concept of systematically assessing progress in achieving urban mobility goals. The cities have signed a Memorandum of Cooperation. The Municipality of Timișoara was recommended in the project by EURO CITIES, which are partners in the project. "Technical support related to sustainable urban mobility indicators" (MOVE / B4 / 2017-358) is a project funded by the European Commission through DG-MOVE. The project was ongoing in the period 2018-2019, during which time 20 urban indicators on urban mobility of the cities involved were collected and interpreted.

4. The project "Prioritizing low carbon mobility services for improving accessibility of citizens" with the implementation period: 01.08.2019-

	<p>31.12.2023. Mobility-as-a-Service (MaaS) is a recent concept whose main objective is to change the way people travel and pay for mobility services. The main vision of the project is to promote the integration of traditional modes of public transport with personal and innovative ones by creating equitable mobility services truly focused citizens' needs.</p> <p>The urban development strategies for which this office is responsible support the reduction of carbon emissions and intermodality by promoting investment projects in the field of public transport, non-motorized transport and electric transport.</p> <p>In view of the implementation of important projects in the SUMP, as well as the recommendation that this policy instrument be reviewed every 5 years, the SPE has taken steps to update it. Thus, it recently applied for a grant to upgrade the SUMP, aiming to start the upgrade process by the end of 2020.</p> <p>The updated SUMP will integrate policy changes as a result of the experience gained and lessons learned through the participation of the SPE in multiple projects and exchanges of experience, including the MATCH-UP project.</p>
<p><b>Does this organisation provide political support to the implementation of the policy improvement? If yes, how?</b></p>	<p>Yes. As the entity responsible for implementing and updating the SUMP policy instrument, the Urban Projects Office identifies urban development needs, opportunities and growth potentials, including investment needs that support the use of environmentally friendly modes of transport instead of private vehicle transport. The priority projects in this field are presented to the Local Council, the political factor that takes the final decisions regarding their implementation.</p> <p>The office does not offer political support, but it plays an essential role in promoting projects that will lead to the reduction of carbon emissions in the transport sector by technically and economically substantiating the documentation presented to policy makers (approval reports, documentation on which the decisions of the Local Council are based, etc.). The political factor at local level is the Local Council of Timișoara.</p> <p>During 2019, the SPE prepared draft decisions on investments in sustainable mobility and the Municipality's participation in the mobility projects mentioned above. They also supported these projects in the specialized commissions of the Timișoara Local Council, which subsequently approved them.</p>
<p><b>Website</b></p>	<p><a href="https://www.primariatm.ro/">https://www.primariatm.ro/</a></p>

Table 1.3: Details of Primary Policy Stakeholder participating in policy improvement design and implementation

### 1.3 Other relevant stakeholders involved in development & implementation of policy improvement

<p><b>Name of stakeholder</b></p>	<p><b>Public Transport Company Timisoara (STPT)</b></p>
<p><b>Type of stakeholder</b></p>	<p>Local public transport operator</p>
<p><b>Description</b></p>	<p>STPT carries out public utility transport services that are part of the community public utility services of general economic and social interest, at the level of the Timișoara administrative-territorial unit.</p>  <p>The company's activities are under the control and coordination of the local public administration.</p> <p>STPT carries out activities for the operation of local public transport by road and inland waterways in the Municipality of Timisoara for public transport modes: tram, trolleybus, bus, bicycles (bike sharing), scooters, vaporetto.</p> <p>Starting with 2019, the extension of the public transport at metropolitan level (within the administrative-territorial units members of the Timisoara Metropolitan Transport Company - SMTT), has reached 12 lines that ensure the connection between Timisoara and the neighboring localities.</p> <p>Also, from the first part of 2019, the operator has been managing the school transport network, which consists of 10 lines served by minibuses.</p> <p>STPT is a company with full state capital, which in 2019 operated with 1167 employees.</p> <p>Timișoara City Hall exercises full control of STPT: it holds the entire share capital, appoints the general meeting of shareholders and decides on the composition of the board of directors.</p>
<p><b>Responsibilities/role within the development and implementation of the policy improvement</b></p>	<p>STPT carries out the local public transport operations from Timișoara for all modes of public transport: trams, trolleybuses, buses, bicycles (bike-sharing), scooters, vaporetto. It also manages the school transport network, operating with minibuses on 10 routes.</p> <p>In its activities, STPT aims to improve environmental protection performance, actively supporting the policy of developing public transport, including by ensuring intermodality.</p> <p>As the main transport operator in the Timișoara metropolitan area, STPT will continue to play a decisive role in changing the characteristics of mobility by supporting public transport and</p>

	<p>intermodality, starting from the very beginning (supporting the change of the SUMP policy instrument) until implementation of new measures (operating on the principles of intermodality and sustainability).</p> <p>In terms of its role in changing the policy instrument, given that the SUMP will be adopted following a participatory consultation process, STPT will be an important stakeholder, both during the development of the new instrument and during the implementation of the proposed new measures.</p> <p>As the only public transport operator in Timișoara, STPT offers the possibility of intermodal exchange between means of transport, the bike mode being interconnected with all the others. Bike-sharing rental stations are strategically located in the vicinity or even within the road transport (trams, trolleybuses, buses) and water transport (vaporetto) stations.</p> <p>As a stakeholder in the project, STPT will contribute, through the knowledge and experience gained as a transport operator, to support the change of the strategic mobility planning instrument, showing the benefits of using clean modes of transport and the possibility to implement intermodal transfer solutions.</p>
<b>Does this organisation provide political support to the implementation of the policy improvement? If yes, how?</b>	Yes, but indirectly. It will support the adoption of the revised SUMP, as it is the entity that will implement the new measures to increase the use of public transport and unpolluted modes, as well as intermodality, in order to achieve an integrated multimodal transport system.
<b>Website</b>	<a href="http://www.ratt.ro/">http://www.ratt.ro/</a>

Table 1.3: Details of organisation n.2 participating in policy improvement design and implementation

<b>Name of stakeholder</b>	<b>Association for Intercommunity Development “Metropolitan Transport Company Timișoara” (SMTT)</b>
<b>Type of stakeholder</b>	Public Transport Authority in the Metropolitan Timișoara Area
<b>Description</b>	This stakeholder is responsible for the establishment, organization, regulation, operation, monitoring and joint management of the local public transport service within the Timișoara Metropolitan Area, as well as the joint implementation of public investment projects of regional interest for the establishment, modernization and/or development of the transport system, including the intermodal transport.

	<p style="text-align: center;"><b>Societatea Metropolitană de Transport Timișoara SMTT</b></p> <div style="text-align: center;"> </div> <p>The association aims to meet the general interest of residents by improving the quality of public transport service, under the conditions of certain fees that respect the population's limits of affordability and the principle "polluter pays", achieving and complying with the European standards for environmental protection and increasing the ability to attract funds for the financing of the necessary investments in the infrastructure related to the transport service.</p>
<p><b>Responsibilities/role within the development and implementation of the policy improvement</b></p>	<p>The main role of SMTT is to participate in the elaboration of the new SUMP, making a major contribution in the planning of public transport, both from the point of view of territorial service and from the institutional point of view.</p> <p>SMTT knows very well the population's mobility needs within the metropolitan area as the manager of public transport services in the current situation. In order to respond to future mobility needs, the new policy instrument will have to be based on concrete proposals to which this stakeholder can make an important contribution.</p> <p>SMTT is the organization that will approve the new public transport program, being a delegate under the transport contract.</p>
<p><b>Does this organisation provide political support to the implementation of the policy improvement? If yes, how?</b></p>	<p>Yes. The main members of the Association are the territorial administrative units that are included in the Timișoara Growth Pole who must approve the new SUMP.</p>
<p><b>Website</b></p>	<p><a href="http://www.smtt.ro/">http://www.smtt.ro/</a></p>

Table 1.4: Details of organisation n.3 participating in policy improvement design and implementation

<p><b>Name of stakeholder</b></p>	<p><b>"Green for Bikes" Association (VpB)</b></p>
<p><b>Type of stakeholder</b></p>	<p>Non-Governmental Organization</p>
<p><b>Description</b></p>	<p>The "Green for Bikes" Association was established with the aim of promoting the bicycle as an active and healthy lifestyle and to</p>

support and defend the rights and interests of cyclists by mediating the dialogue between citizens and local authorities.

VpB is the first official initiative in Timisoara that encourages the adoption of cycling as an ecological alternative for traveling around the city.



It supports the use of the bicycle by promoting the benefits to both society (by protecting the environment), and to each individual (through the speed, low cost and comfort of an efficient means of transport for personal use).

It has an essential role in attracting as many bicycle users as possible through the information, awareness and education actions that it constantly performs in Timișoara.

**Responsibilities/role within the development and implementation of the policy improvement**

The key role of this stakeholder is to contribute to changing the policy instrument by proposing concrete projects aimed at improving non-motorized transport (especially by bicycle), but also its intermodality with public transport.

As an experienced actor in this field, VpB knows very well what the problems of the current system are, respectively what the users' needs are.

VpB knows very well the bike lane network in Timișoara, being able to get involved in identifying the best and safest new routes that connect the main facilities in the city with public transport stations.

Their support will materialize in the public debates on the new SUMP, showing the advantages brought by the use of the bicycle: the improvement of the general state of health, the reduction of the negative effects generated by the use of motorized means of transport.

At the same time, through the dissemination and promotion tools it already has (website, route map, social media pages, etc.), it can successfully share the project's actions with the cycling community and other interested categories.

**Does this organisation provide political support to the implementation of the policy improvement? If yes, how?**

Yes, indirectly, by supporting the main stakeholder, improving the SUMP policy instrument, based on the experiences and knowledge they already have in the field of non-motorized transport.

The support will materialize both in the phase of elaboration of projects to be included in the SUMP, and in the phases of public

	debate and approval.
<b>Website</b>	<a href="https://pedaleaza.ro">https://pedaleaza.ro</a>

Table 1.5: Details of organisation n.4 participating in policy improvement design and implementation

## Part 2: Policy Context

### 2.1 General Information

The Action Plan aims to impact on:

- Investment for Growth and Jobs programme.
- European Territorial Cooperation programme.
- Other regional development policy instrument.

**Name of the policy instrument addressed:**

*The Sustainable Urban Mobility Plan (SUMP) for the Timisoara Growth Pole.*

This document was approved by the Local Council of Timișoara by Decision no. 186 of 10.05.2016. The area of the sustainable urban mobility plan covers the Timișoara Growth Pole, formed by the Municipality of Timișoara and the communes Becicherecu Mic, Bucovăț, Dudeștii Noi, Dumbrăvița, Ghiroda, Giarmata, Giroc, Moșnița Nouă, Orțișoara, Pișchia, Remetea Mare, Săcălaz, Sânmihaiu Român, and refers to the period 2016 - 2030.

**Further details on the policy context and the way the action plan should contribute to improve the policy instruments:**

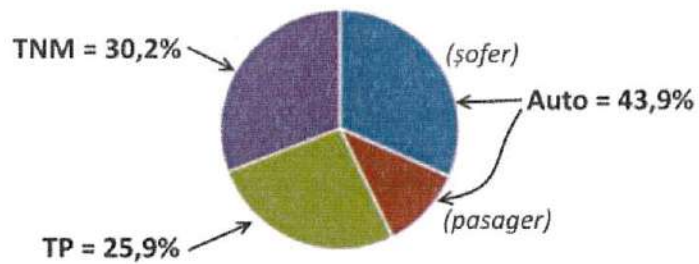
The policy context refers to reducing the negative external effects generated by the urban transport activity, by promoting strategies to reduce greenhouse gas emissions (especially carbon dioxide), especially in the urban environment. The main policy instrument containing proposals aimed at achieving this goal is:

- Sustainable Urban Mobility Plan for the Timisoara Growth Pole:  
<https://www.primariatm.ro/index.php?meniuld=2&viewCat=4084>

In the urban area of Timișoara, as in all urban agglomerations in Romania, the negative effects are generated and amplified especially by the high share of the use of private transport by car.

According to the SUMP, private transport has a higher share than public transport (TP) in the morning; for comparison, in the Cluj-Napoca Growth Pole the ratio of public transport/personal car transport quotas is 1.04, while in the Timisoara Growth Pole this ratio is only 0.56. The major difference is also determined by the different type of travel in the two cities, but the SUMP argues that by 2030 the modal share of public transport should increase significantly. The current modal distribution of travel in the morning from 06:00 to 10:00 is shown in the figure below:





- *TNM = non-motorized transport.*
- *TP = public transport.*
- *Auto (driver) = transport by car, as a driver.*
- *Auto (passenger) = transport by car, as a passenger.*

Regarding the allocation between public transport modes, the distribution is in favor of electric transport: tram 49%; trolleybus 19%; bus 32%.

The bicycle transport mode has a low modal share (1.1% of total trips), because not enough facilities are implemented to allow its safe and secure use and also there are deficiencies in ensuring the connections at the modal exchange nodes.

The policy instrument selected is the "Sustainable Urban Mobility Plan for the Timisoara Growth Pole" (SUMP), while the Action Plan will contribute to the improvement of the SUMP by including in it new measures to support intermodality (modal interchange), in addition to the similar ones already foreseen in the policy instrument.

Improving the policy instrument will focus on developing existing projects in the field of public transport and non-motorized modes, as well as proposing new projects to ensure integration between modes of transport, highlighting those with zero CO<sub>2</sub> emissions (pedestrian and bicycle) and those with low amounts of CO<sub>2</sub> in public passenger transport.

The projects that will be included in the new improved SUMP will aim to increase the modal share of non-motorized and public transport, also aiming to provide facilities for users for intermodal exchange between them.

## 2.2 Description of the Policy Context

European policies claim that urban mobility becomes less dependent on the use of private vehicles. Therefore, cities should effectively integrate different modes of transport and facilitate the transfer between pedestrian, bicycle and public transport modes.

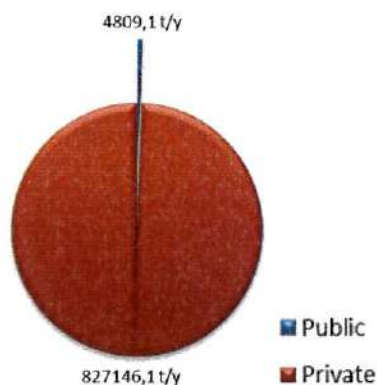
In this context, urban mobility is one of the components of the integrated urban planning approach, which aims to ensure the accessibility of the areas where social services are carried out and to improve the accessibility for the travels whose purpose is work and education.

In Romania, the national legislation on spatial planning and urbanism stipulates the obligation to draw up the Urban Mobility Plan - the strategic territorial planning tool that correlates the territorial development of localities in the periurban/metropolitan area with the mobility and transport needs of people, goods and freight.

The SUMP promotes low carbon dioxide strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and the relevant mitigation measures, has emerged as a priority following the identification of the needs urban areas are facing where the public space is overwhelmed by vehicles. The development of

sustainable multimodal mobility is one of the key challenges for European cities and functional urban areas.

The graph below, taken from the SUMP, shows the CO<sub>2</sub> emissions distributed by private and public transport vehicles, showing that almost all emissions come from private transport (827146.1 tons/year, representing 99.4% of the total), although 40% of trips are made by public transport.



The identification of dysfunctions and the proposal of solutions in the field of urban mobility are components that can be found in the structure of the sustainable urban mobility plan, which is recommended to be incorporated in the integrated strategy of sustainable urban development of a larger city or territory (for example, a growth pole).

The Romanian legislation stipulates that the SUMP should include in its structure proposals oriented on 7 mobility topics, one of which must be clearly dedicated to alternative modes of mobility, a category in which bicycle transport is found. Encouraging cycling leads to the reduction of the number of trips made with personal cars and, consequently, to the reduction of their negative external effects.

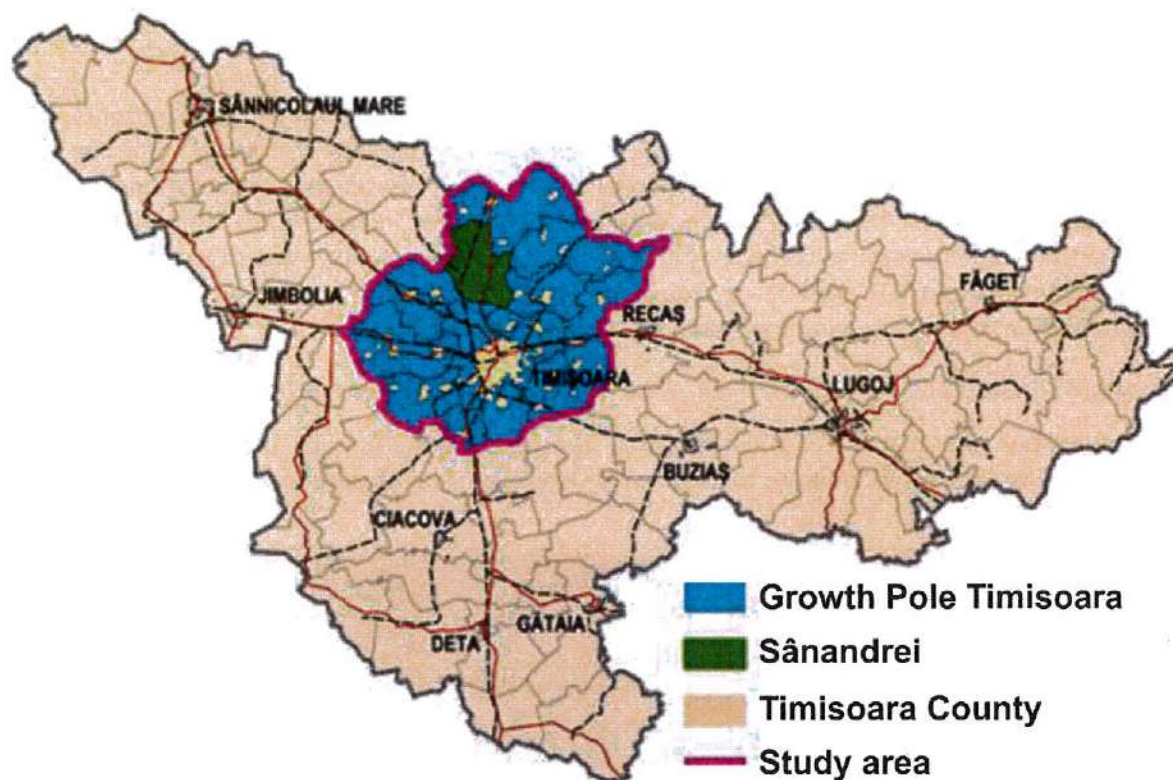
The Sustainable Urban Mobility Plan for the Timișoara Growth Pole integrated the development policies outlined at national level by the General Transport Master Plan (MPGT) of Romania and the Large Infrastructure Operational Program (POIM 2014 - 2020), taking over the proposals from the growth pole area in the list of projects undertaken.

At the regional level, the SUMP integrates the policies proposed in the Regional Development Plan (RDP) for the period 2014-2020, developed by the West Regional Development Agency - the main regional planning document, which reflects relevant development policies at regional level in the context of specific needs of the west region.

### 2.3 Description of the Policy Instrument selected for improvement

In the context where, at European level, policies, actions and measures aimed at the more efficient use of energy, reduction of greenhouse gas emissions, pollutants and noise from road transport activity, as well as at reducing the number of road accidents, are encouraged and supported, the Sustainable Urban Mobility Plan (SUMP) is a fundamental strategic instrument aimed at satisfying the mobility needs of citizens and companies in cities in a sustainable way, in order to increase the quality of life. This policy instrument is highly strategic in nature, defines priorities, typologies of actions, foresees future scenarios of evolution and identifies measures necessary to achieve the objectives within the agreed time limits.

Within the MATCH-UP project, the policy instrument selected by the Municipality of Timișoara to be improved was the “Sustainable Urban Mobility Plan for the Timisoara Growth Pole”. It was elaborated in 2015 and approved by the Local County by Decision 186/10.05.2016. It contains measures, projects and investment priorities that support sustainable mobility in the area of the Municipality and other 15 neighbouring territorial administrative units, covering the period 2016-2030.



This policy instrument proposes the creation of a sustainable transport system, which will meet the needs of the community, aiming to fulfil the following strategic objectives:

- (i) Increasing the level of accessibility by offering all citizens transport options that allow them to choose the most appropriate means to travel to key destinations and services;
- (ii) Increasing the level of safety and security when traveling, and for the community at large;
- (iii) Protecting the environment, by reducing air and noise pollution, greenhouse gas emissions and energy consumption in the transport sector;
- (iv) Increasing economic efficiency and effectiveness in terms of costs for passenger and freight transport;
- (v) Increasing the attractiveness and quality of the urban environment for the benefit of the citizens, the economy and society as a whole.

The plan contains an analysis of the situation existing at the time of elaboration, based on which the interventions were outlined - consisting of specific measures or projects. These were selected according to the following criteria: (i) the problems identified in the analysis phase should be

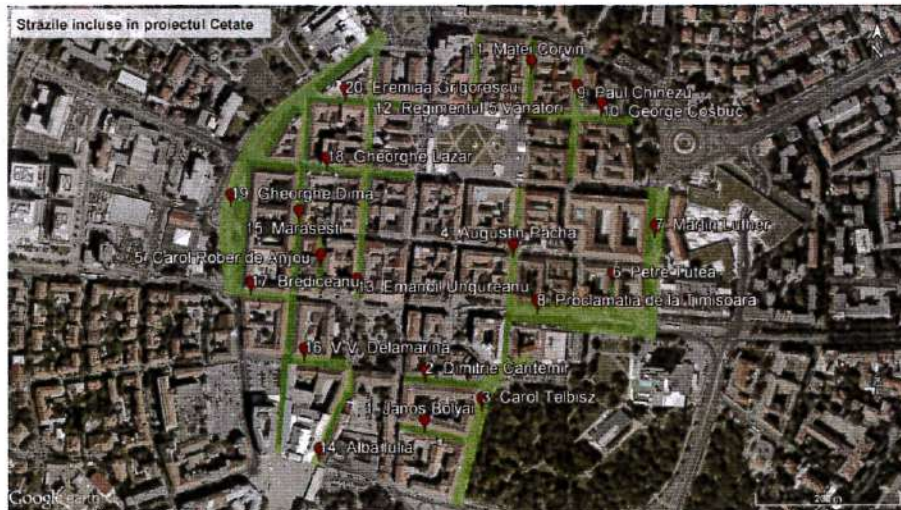
solved by their implementation; (ii) are considered strategic in the context of ensuring optimal urban mobility.

The SUMP action plan is made up of 75 interventions whose implementation is estimated to lead to the achievement of the objectives proposed in accordance with the vision on future mobility in Timisoara. The proposed interventions are grouped into the following topics: Major interventions on traffic infrastructure; Public transport; Freight transport; Alternative means of mobility; Traffic management; High complexity areas; Inter-modal structure and necessary urban operations; Institutional aspects.

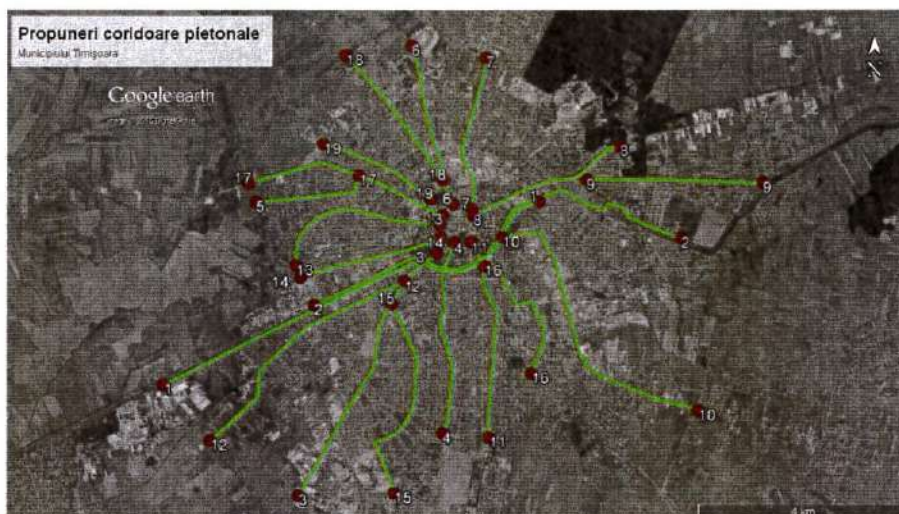
From the total of the proposed interventions, 18 projects and measures with zero priority are highlighted, being considered “preconditions” of the plan, as follows: 3 projects regarding the implementation of organizational or institutional reforms; 3 projects necessary for the proper functioning of the public transport system; 5 critical projects for increasing the attractiveness of public transport and increasing its modal share; 3 critical projects for increasing the modal share of non-motorized transport; 4 projects regarding the fulfilment of some fundamental requirements for sustainable mobility or solving some critical problems.

The projects aimed at increasing the modal share of non-motorized transport are the following:

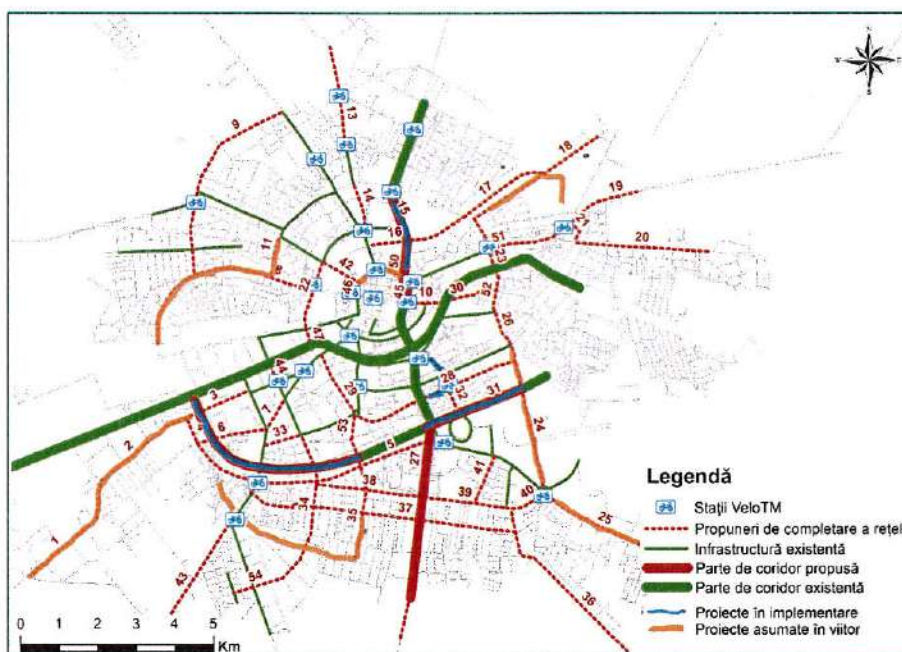
(a) Rehabilitation of public spaces in the Historical Centre of the Municipality of Timișoara - Stage II (Part II of the project to reconfigure the interior of Ring I in order to grant priority to walking and cycling):



(b) Development of pedestrian corridors (approximately 30 km of pedestrian corridors between the main areas of the city, as far as possible in areas other than adjacent to major traffic lanes, crossing or being adjacent to as many green areas as possible):



(c) The bicycle network - Stage II (Extension of the bicycle lanes network by approximately 68 km within the city):



Regarding the intermodal/multimodal transport solutions, which also integrate non-motorized modes, the Mobility Plan mentions the achievement of the project "Modernization of the intermodal public transport stations within the Timișoara Growth Pole" within the ROP 2007-2013. Twenty-five self-service bicycle rental stations were mounted, 300 public bicycles were purchased and 23 km of bike lanes were refurbished.

The list of interventions proposed in the Plan includes the following intermodal transport solutions:

(1) Park & Ride - Stage I, consisting of the functionalization of three stop areas as Park & Ride car parks - on DN 69 (Auchan - Hornbach - Selgros), DN 59 (Brico Depot), DN 6 (Ștrandului St./trolleybus 11 return area) - through marketing actions, repositioning of public transport stations in the area and the appropriate adjustment of the operation of public transport lines;

(2) Park & Ride - Stage II, consisting of building three Park & Ride type car parks of at least 300 places each at the urban end of the east radial, at the urban end of the western radial and at the intersection of the eastern belt road/Calea Buziaşului.

The intermodal transport solutions provided offer the possibility to make the transfer from the personal car either to the public transport or to the bicycle rental systems.

Regarding the intermodality solutions in freight transport, the SUMP proposes the measure of constructing a multimodal freight terminal with an operating capacity of 500,000 tonnes per day - a project undertaken by the Transport General Master Plan (MPGT) of Romania.

Regarding the use of bicycles, the Mobility Plan promotes this means of transport as a main and alternative value to the motorized modes of transport. Investigations have shown that for traveling within the city, this occupies a modal share of only 1.1% - which could be increased by expanding the network of bike lanes so as to cover a large part of the city and to ensure safe and convenient connections between the main points of origin and destination. Thus, SUMP proposes the following projects: (1) "Urban bicycle lane network - Stage II" (expanding the bicycle lane network by approximately 61 km inside the city and placing bicycle racks in 33 locations, with an average of 30 bikes in each) and (2) "Regional bicycle lane network" (the construction of a network of extra-urban bicycle lanes in a total length of 224 km, covering the entire growth pole area).

## 2.4 Description of the needs to be addressed through the policy improvement

According to a recent study ("Health costs of air pollution in European cities and the linkage with transport") on the level of pollution generated by road traffic and its effects, Timisoara ranks second in Romania, after Bucharest, in the ranking of social costs associated with this factor and third in terms of the indicator values per capita.

The interventions already implemented, as well as those proposed in the Mobility Plan for increasing the modal share of non-motorized transport represent large infrastructure projects targeting the major transport network. However, there is not a detailed study and agreement among the relevant Municipality departments among the implementation process that needs to be undertaken.

Having also learned from the examples of the Irish Green School Programme, a segment of the population has been identified as a follower of cycling (at least for two daily trips). These are high school pupils who travel to the place of study and back home, in the current situation as passengers in cars driven by parents or using public transport.

The need that the improvement of the policy instrument must respond is the low level of intermodal integration of transport modes within the Timișoara metropolitan area. Moreover, the effectiveness of the current SUMP in attracting users of non-polluting modes of transport has proved to be quite low. Thus, the main tool for mobility and transport planning at local and metropolitan level needs to be modified to include new measures and projects to support pollution reduction by promoting environmentally friendly modes of transport and intermodal integration solutions.

Thus, the Action Plan aims to optimize the SUMP for better promoting cycling mobility among students travelling to school by revising the infrastructural works planned and the priorities of intervention, according with the specific needs of students, discussed with the relevant stakeholders. The increase of the modal share of the bicycle (and other environmentally friendly

modes) will consequently lead to the decrease of those used in the current situation by high school pupils, namely car and public transport.

In order to capture the segment of the population represented by high school pupils, in addition to the existing facilities and those proposed in the current Sustainable Urban Mobility Plan, additional infrastructures and investments projects will be proposed and prioritized in the new SUMP to better equip High schools, as well as the most relevant transport hubs, with safe bicycles parking facilities. Therefore, in addition to an improvement of the infrastructural network (lanes), users will be provided with the possibility of parking their personal bicycle in safe places and without the risk of theft or destruction. The existence of bicycle racks installed in key points of the network is a precondition for increasing the use of bicycles. At the same time the entire cycling network will be reconsidered to be more connected with the High schools and the most relevant transport hubs, thus encouraging a modal interchange.

The Municipality of Timișoara is preparing to update the SUMP in 2021, therefore there is time to discuss about possible changes. The good practices acquired following the MATCH-UP project will be used to substantiate the increase of the modal share towards using environmentally friendly modes of transport (e.g. bicycles) and intermodality with public transport that will be proposed in the new SUMP.

Within the existing SUMP, the proposals are structured into 3 categories:

- *"Must-do" type projects/measures (coded with M) or "zero priority", considered necessary, whatever the optimal scenario chosen for the SUMP;*
- *Basic projects ("skeleton projects", coded with C) specific to the 3 studied alternative scenarios from which the optimal scenario was chosen;*
- *Support projects (coded with S), which complete the "zero priority" projects and the basic projects from the optimal scenario, ensuring an integrated approach to mobility in the growth pole.*

As a result of the MATCH-UP project, in order to improve the policy instrument within the new SUMP, a revision of the different priorities and interventions on cycling mobility set in the SUMP is proposed, by giving special attention to those near the high schools and according with a more detailed analysis of the younger's needs. In particular, the installation of bike racks near the high schools will be foreseen.

The bike racks installation and the changes in the network will be financed by the SUMP, obtaining a concrete policy change through the financing of new project.

The cycling network will be revised also for better including interchange facilities and better connection of the cycling paths with other means of transport.

## Part 3: Stakeholders Involvement

The stakeholders involved in the MATCH-UP project, including the implementation of the Action Plan, are:

- **SPE** - Urban projects office within Timișoara City Hall
- **STPT** - Public Transport Company Timișoara
- **SMTT** - Asociația de Dezvoltare Intercomunitară “Societatea Metropolitană de Transport Timișoara”
- **VpB** - “Green for Bikes” Association

### 3.1 Stakeholder Engagement for MATCH-UP Project

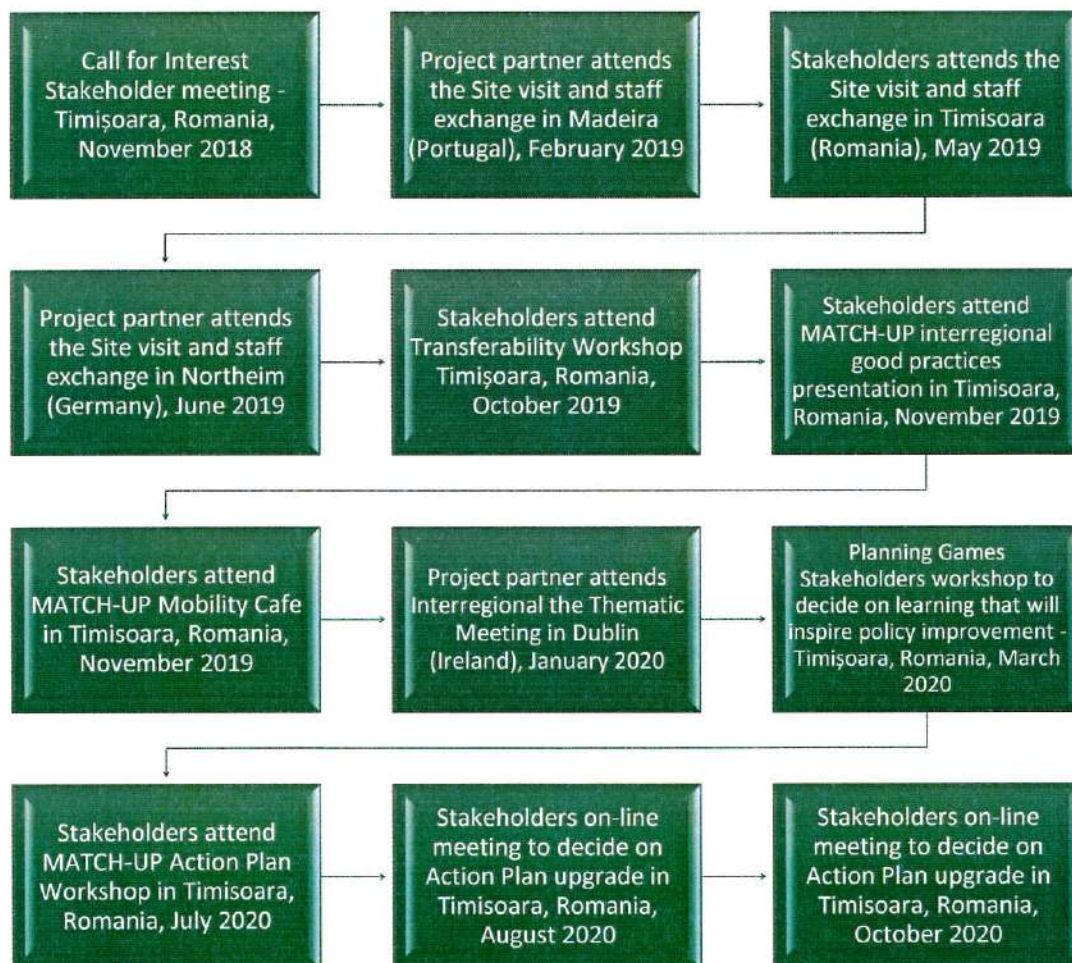


Table 3.1: Stakeholder Engagement for MATCH-UP project



## Part 4: Action & Timeframe

### 4.1 Action

#### Action

The action aims at changing the SUMP by revising the current priorities and work interventions concerning in order to include new measures and projects to support pollution reduction by promoting environmentally friendly modes of transport and intermodal integration solutions. These measures consist in work interventions concerning cycling mobility, in order to make the entire network more connected with the other means of transports and give priority to those cycling paths that connect high schools.

The new enhanced SUMP will include measures to continue existing projects aimed at developing public transport and non-motorized modes, and will bring further additions to support intermodality. Emphasis will be placed on prioritizing low-carbon transport solutions. These objectives will be included in the design brief (terms of reference) which will be the basis for the revision of the policy instrument.

Measures aimed at encouraging non-motorized modes of transport, with a specific focus on cycling, will be included in the new revised SUMP under chapter " 9.4 Alternative means of mobility ".

The introduction of this kind of measures aims to improve the SUMP policy instrument of the Municipality of Timisoara in order to overcome the problem related to the relatively low modal share of bicycle use for daily travel in alternating migration (home - work / study and back).

This change of the SUMP policy instrument contributes to the fulfillment of its following objectives:

- Increasing the level of accessibility;
- Increasing safety and security while travelling;
- Environmental protection.

Thus, the good practices acquired as a result of participating in the Match-Up Project will be replicated at the level of the entire Municipality of Timisoara.

#### Relevance to the Project

The decision on the selection of this type of action is based on the analysis of the current policy instrument - SUMP, which has shortcomings in this regard. The SUMP analysis has revealed that it contains intervention measures for the creation of infrastructures dedicated to bicycle traffic as an alternative to non-motorized modes of transport, in addition to those already implemented, but the extent to which this option is the preferred option for travel in Timisoara remains low. Pupils and students represent a category of citizens who use bicycle transport on a regular basis. In order to encourage bicycle use for daily travel in alternating migration (home / high school and back), it is important to provide students with the necessary infrastructure, such as the installation of bike racks near high schools; the costs for this type of infrastructure are relatively low and will be financed from the local budget. These measures will be included in the revised, updated and ultimately changed policy instrument (SUMP)

The idea behind the Action Plan is based on the good practices identified in the Match-Up Project, providing a solid foundation to convince decision makers to support the implementation of this action throughout the city, by introducing the measure in the revised future SUMP.

Moreover, it will be ensured that the proposed measure is properly prioritized in the list of projects of the Mobility Plan, so that it is implemented as soon as possible and produces its beneficial effects.

The activities carried out so far in the MATCH-UP project have contributed to the improvement of knowledge and, implicitly, to the understanding of the importance of promoting non-motorized modes of transport and multimodality in reducing carbon emissions from the transport sector.

The selection of this action was mainly based on the example of good practice "Green-Schools Travel Program" presented by the partner of The Southern Regional Assembly in Ireland.

This complex program has successfully promoted the use of non-motorized modes of transport, public transport and shared car transport when traveling to school in Ireland. Since 2008, approximately 1,800 schools have participated in the program, representing almost 400,000 students and 35,000 teachers. This project also organized key national events that promote sustainable transportation, including: Walk to School Week, Scoot to School Week, National Cycle to School and Big Travel Challenge.

The Green-Schools program also introduced Walk on Wednesday (WOW Days), Cycle on Wednesday (COW Days) and Scoot in Weekdays (SOW days) in schools in Ireland. Through the program, schools benefited from educational workshops that addressed topics such as: climate change, sustainable travel, health and road safety. Training sessions on bicycle maintenance, cycling lessons and scooters were offered.

The starting point for selecting this type of action was the participation in the Project Meeting that took place at the Southern Regional Assembly, Ireland between 13-17.01.2020. The presentation of the good practice during the workshop took place at St. Clares Primary School, Dublin 6.

Following the participation in this workshop, the participants from PP5 appreciated the following:

- Key strengths: Promoting long-term whole-school action for the environment, environment protection, reducing pollution;
- Areas for improvement: Expanding the programme to other schools; making it city/county/country spread;
- Points of relevance: Introducing this student-led programme with involvement from the wider community, also in our schools; Updating the Urban Mobility Plan by involving children in the decision-making process.

Also, other materials consulted by PP5 representatives (webinars, policy briefs) were sources of inspiration for identifying solutions to promote sustainable mobility. The following are worth mentioning:

- Webinar „Cycling tourism” (30/06/2020) – lessons learned:
  - the benefits brought by the use of the bicycle transport mode both for the users and for the society in general;
  - the planning of actions in the field of cycling must be done by involving all stakeholders;

- Webinar on designing action plans (24/01/2019) – the main elements of a successful action plan.
- Cycling Cities, A Policy Brief from the Policy Learning Platform on Low-carbon Economy (June 2020):
  - Investments in cycling infrastructure have a much better benefit-cost ratio than other types of investments in urban transport infrastructure.
  - Actions in the field of cycling must be a consistent part of the SUMP.

The MATCH-UP Handbook has also been an important source of identifying similar solutions to improve the policy tool.

The outline of the action was made during the Planning Game and Action Plan Workshops, which was attended by most stakeholders.

The general idea of developing and promoting non-motorized transport will be taken up during the SUMP update stage. It will also be applied to the field of public transport, non-motorized transport and intermodality.

### **Nature of the Action**

Taking into account the current problems generated by the pollution associated with road traffic, the Municipality of Timisoara aims to identify and implement solutions to mitigate these negative aspects, which affect the residents' quality of life.

A first stage in the process of solving the identified problems is to develop a strategy adapted to the current situation, prioritizing interventions that support increased mobility with environmentally friendly modes of transport, to the detriment of car transport.

The existing sectoral strategy at local level is SUMP. In the context described above, it is necessary to revise this policy instrument, an action that must start as soon as possible.

The revision of the SUMP will be carried out by the internal structure of the Municipality of Timisoara – Urban projects office within Timisoara City Hall (SPE). Given the expertise acquired through participation in Match-Up project, it is considered appropriate to contribute to the revision of the policy instrument by involving stakeholders who participated in project activities.

The action aims at changing the SUMP by revising the current priorities and work interventions concerning cycling mobility, in order to make the entire network more connected with the other means of transports and give priority to those cycling paths that connect high schools.

Given the shortcomings identified in the current SUMP in terms of projects that encourage intermodality and focus on modes of transport that do not produce negative external effects (pollution and CO2 emissions, in particular), the nature of the action proposed by this Action Plan is to carry out the following activities, which will result in a revised and improved SUMP:

- To revise the existing projects regarding intermodality and alternative modes of transport to personal car, paying special attention to the transport needs of young people traveling to high school;
- To include new projects aimed at reducing the CO2 emissions from transport, by increasing intermodal and modal share of non-motorized trips of CO2 from transport, by increasing the level of intermodality and the modal share of non-motorized travel, especially cycling; to include projects that provide for the installation of bike racks near high schools and projects providing for the upgrade of the network of cycle paths in order to encourage multimodality; the financing sources for these projects will be the indicated in the revised SUMP.

The following specific activities were identified as necessary to be carried out:

No.	Main steps	Deadline	Result
1	Identifying the need to improve the policy instrument	30.11.2019	Done
2	Match-Up stakeholders meeting and Planning games workshop that inspired policy improvement	31.03.2020	Done
3	Specific meetings with representatives of high schools to better understand the real needs of students, teachers and their families in order to improve the safety and cycling facilities related with the use of bicycles.	31.03.2021	Information received and taken into account when revising the SUMP
4	Approval of the decision to revise the current SUMP by the policy instrument owner	31.01.2021	Decision to revise the SUMP
5	Developing the design brief (terms of reference) taking into account the knowledge acquired in the Match-up project	28.02.2021	SUMP revision design brief
6	Collecting and processing of data necessary for the revision of the SUMP, inclusiv by organizing meetings and undertaking further investigation (by carrying out surveys) with main stakeholders, with the purpose of addressing the need expressed by the high schools and revise investment priority and cycling network design in the new SUMP. On one side we will consider how to better connect the cycling network with the other means of transport, on the other side a special focus will be given to high schools which are crucial for shifting big number of users (students) towards bicycle.	30.06.2021	Data sets
7	Establishing working groups (in which will be included	31.08.2021	Working groups

No.	Main steps	Deadline	Result
	stakeholders from STPT, SMTT, VpB) and organizing meetings to identify project proposals		Work meetings
8	Revision of the SUMP, including a definition of the change that could be to give a different priority to infrastructural works for implementing the cycling network near the schools by considering good initial conditions (no. of youngsters that can potentially go by bike to school easily, proximity to the cycling paths, etc), and to redefine or detail more specific infrastructural works for enabling an easy interchange in relevant transport hubs between bicycle and other means of transport such as walking and PT.	30.09.2021	Revised SUMP–draft version
9	Carrying out public consultations	31.10.2021	Public consultations
10	Developing the final version of the revised SUMP	30.11.2021	Revised SUMP submitted for approval
11	Approval of the revised SUMP, resulting in the change and improvement of the policy instrument	31.12.2021	Administrative act approving the revised SUMP Improved policy instrument - SUMP

### Stakeholders Involved

The implementation of the action involves the involvement of all stakeholders. The assignment of their roles on phases (main steps) is the following:

- **1. Identifying the need to improve the policy instrument**
  - ✓ *SPE - Urban projects office within Timisoara City Hall* – knows best the challenges it faced during the implementation of the current SUMP and, consequently, made a consistent contribution to identifying the need to improve the policy instrument;
  - ✓ *VpB - “Green for Bikes” Association* – knows best the problems faced by those who want to use non-motorized modes of transport in Timisoara and the neighboring localities included in SUMP, problems that VpB exposed in all the Match-Up meetings they attended and that VpB wants solved by updating SUMP;
- **2. Stakeholders meeting and Planning games workshop that inspired policy improvement**
  - ✓ *SPE - Urban projects office within Timisoara City Hall* – During these meetings, SPE highlighted the need to introduce in the revised policy instrument new projects to eliminate the current dysfunctions in terms of intermodality and the use of environmentally friendly modes;

- √ *STPT - Public Transport Company Timișoara* –exposed the problems of modality it faces as a public transport operator, including as a bike-sharing operator;
- √ *SMTT - Association for Intercommunity Development “Metropolitan Transport Company Timișoara”* – during these meetings, SMTT presented the issues of modality that it faces as manager and administrator of the public transport service at metropolitan level and stated that they want to contribute with project ideas in the new revised SUMP;
- √ *VpB - “Green for Bikes” Association* – put forward concrete proposals to facilitate non-motorized travel and to include them in the new revised SUMP;
- **3. Specific meetings with the representatives of high schools to better understand the real needs of students, teachers and their families in order to improve the safety and cycling facilities related with the use of bicycles.**
  - √ *SPE - Urban projects office within Timisoara City Hall* – will organize and participate in meetings with high school representatives to present examples of good practice from the Match-Up project and to gather information about the needs and desires of teachers, students and their families regarding mobility projects to be included in the new SUMP and to facilitate safe cycling;
  - √ *STPT - Public Transport Company Timișoara* – will be invited to take part in this activity to share the mobility projects it wants to integrate in the revised SUMP;
  - √ *SMTT - Association for Intercommunity Development “Metropolitan Transport Company Timișoara”* – will be invited to take part in this activity in order to collect the requests of the target user group regarding the intermodal hub projects to be included in the revised SUMP and to facilitate travel by bicycle outside the urban territory of Timisoara;
  - √ *VpB - “Green for Bikes” Association* – will be invited to share the mobility projects it wants to integrate in the revised SUMP and to follow how these projects address the wishes of the target group (students, teachers, parents);
- **4. Approval of the decision to revise the current SUMP by the policy instrument owner**
  - √ *SPE - Urban projects office within Timisoara City Hall* – as the main stakeholder and department within the policy instrument (SUMP) owner, it will carry out the proceedings needed in order to revise the SUMP policy instrument;
- **5. Developing the design brief (terms of reference) taking into account the knowledge acquired in the Match-up project**
  - √ *SPE - Urban projects office within Timisoara City Hall* – as the main stakeholder and department within the policy instrument (SUMP) owner, it will carry out the proceedings needed in order to develop the design brief, including the lessons learned and the knowledge acquired in the Match-up project
- **6. Collecting and processing of data necessary for the revision of the SUMP**
  - √ *SPE - Urban projects office within Timisoara City Hall* – will compile the lists with the data necessary for the SUMP update will send them to the entities that hold these data; will provide, in turn, the data that will be requested (including the implementation stage of

some projects in the current SUMP); it will also hold meetings and carry out surveys with main stakeholders and with students, teachers and parents, with the purpose of addressing the need expressed by the high schools and revise investment priority and cycling network design in the new SUMP;

- √ *STPT - Public Transport Company Timișoara* – will provide data regarding the ratio of the transport use of the modes of transport the STPT coordinates (tram, bus, trolley, vaporetto, bike-sharing). STPT will contribute ideas on how to better connect the cycling network with the other modes of transport it operates. Special attention will be paid to high schools, which are important poles for attracting and generating trips made by bicycle, given the large number of users (students) of this means of transport;
- √ *SMTT - Association for Intercommunity Development “Metropolitan Transport Company Timișoara”* – will provide data regarding the quality indicators of the public transport service, in accordance with the provisions of the contract concluded with the transport operator;
- √ *VpB - “Green for Bikes” Association* – will provide data on mobility behavior and transport demand for non-motorized modes;
- **7. Establishing working groups (in which will be included stakeholders from STPT, SMTT, VpB) and organizing meetings to identify project proposals**
  - √ *SPE - Urban projects office within Timisoara City Hall* – will identify stakeholders and invite them to participate in working groups aimed at identifying project proposals that will lead an increase in the level of intermodality and the modal share of the use of non-motorized modes of transport;
  - √ *STPT - Public Transport Company Timișoara* – will take an active part in the working groups , using the knowledge acquired through the Match-Up;
  - √ *SMTT - Association for Intercommunity Development “Metropolitan Transport Company Timișoara”* will take an active part in the working groups , using the knowledge acquired through the Match-Up;
  - √ *VpB - “Green for Bikes” Association* – will take an active part in the working groups , using the knowledge acquired through the Match-Up;

In the working groups will be invited to participate parents associations and schools representatives (teachers), in order to define the mobility needs of students, family and teachers. The Irish GP will be a good reference for leading the discussion and supporting the engagement of these institutions, families and students in this process.

The Urban Projects Office and the public transport agencies will be engaged in meetings with another purpose as well, namely to define the changes of the network according with the good practices of other PPs and the outcomes of the previous meetings with the schools and the families.
- **8. Revision of the SUMP, including a definition of the change that could be to give a different priority to infrastructural works for implementing the cycling network near the schools by**

considering good initial conditions (no. of youngsters that can potentially go by bike to school easily, proximity to the cycling paths, etc), and to redefine or detail more specific infrastructural works for enabling an easy interchange in relevant transport hubs between bicycle and other means of transport such as walking and PT.

- ✓ *SPE - Urban projects office within Timisoara City Hall* – will have the main role, together with other departments of the policy instrument owner, in the effective revision of the SUMP by integrating the new proposals.

The revised SUMP will prioritize infrastructural works for implementing the cycling network near the schools by considering good initial conditions (no. of youngsters that can potentially go by bike to school easily, proximity to the cycling paths, etc), and to redefine or detail more specific infrastructural works for enabling an easy interchange in relevant transport hubs between bicycle and other means of transport such as walking and public transport.

#### 9. Carrying out public consultations

- ✓ *SPE - Urban projects office within Timisoara City Hall* – will organize and act as moderator for the public consultations on the new SUMP; will present the benefits brought by the improvement of the SUMP policy instrument and the positive experiences gained as a result of the Match-Up project;
- ✓ *STPT - Public Transport Company Timișoara* – will be an active participant in the public consultations;
- ✓ *SMTT - Association for Intercommunity Development “Metropolitan Transport Company Timișoara”* will be an active participant in the public consultations;
- ✓ *VpB - “Green for Bikes” Association* – will be an active participant in the public consultations;
- **10. Developing the final version of the revised SUMP**
  - ✓ *SPE - Urban projects office within Timisoara City Hall* – will integrate in the documentation made the proposals resulting from the public consultation activity; will issue the final version of the SUMP and will submit it for final approval by the Local Council of Timisoara
- **11. Approval of the revised SUMP, resulting in the change and improvement of the policy instrument**
  - ✓ *SPE - Urban projects office within Timisoara City Hall* – will support the documentation before the Local Council of Timisoara Municipality - which is the final decision forum on the approval of the new updated SUMP policy instrument.

These stakeholders were present and actively participated in the events organized in Timisoara within the MATCH-UP project, including, but not limited to, MOBILITY CAFE and PLANNING GAME WORKSHOP.



## Timeframe

Considering the activities planned for the implementation of the action, it is estimated that it will take place between 01.11.2019 - 31.12.2021.

- Identifying the need to improve the policy instrument: completed at 30.11.2019
- Match-Up stakeholders meeting and Planning games workshop that inspired policy improvement: completed at 31.03.2020
- Specific meetings with representatives of high schools to better understand the real needs of students, teachers and their families in order to improve the safety and cycling facilities related with the use of bicycles: deadline 31.03.2021
- Approval of the decision to revise the current SUMP by the policy instrument owner: deadline 31.01.2021
- Developing the design brief (terms of reference) taking into account the knowledge acquired in the Match-up project: deadline 28.02.2021
- Collecting and processing of data necessary for the revision of the SUMP, inclusiv by organizing meetings and undertaking further investigation (by carrying out surveys) with main stakeholders, with the purpose of addressing the need expressed by the high schools and revise investment priority and cycling network design in the new SUMP. On one side we will consider how to better connect the cycling network with the other means of transport, on the other side a special focus will be given to high schools which are crucial for shifting big number of users (students) towards bicycle: deadline 30.06.2021
- Establishing working groups (in which will be included stakeholders from STPT, SMTT, VpB) and organizing meetings to identify project proposals: deadline 31.08.2021
- Revision of the SUMP, including a definition of the change that could be to give a different priority to infrastructural works for implementing the cycling network near the schools by considering good initial conditions (no. of youngsters that can potentially go by bike to school easily, proximity to the cycling paths, etc), and to redefine or detail more specific infrastructural works for enabling an easy interchange in relevant transport hubs between bicycle and other means of transport such as walking and PT: deadline 30.09.2021
- Carrying out public consultations: deadline 31.10.2021
- Developing the final version of the revised SUMP: deadline 30.11.2021
- Approval of the revised SUMP, resulting in the change and improvement of the policy instrument: 31.12.2021

## Costs

The costs necessary for the implementation of the Action Plan will be borne by the Municipality of Timișoara. The costs for the installation of the bike racks will be financed from the local budget, a fact that will be clearly stated in the revised SUMP.

## Funding Sources

The local budget of the instrument policy owner – the Municipality of Timișoara. The costs for the installation of the bike racks will be financed from the local budget, a fact that will be clearly stated in the revised SUMP. The bike racks installation and the changes in the network will be financed by the SUMP, obtaining a concrete policy change through the financing of new projects.

## Performance Indicators

The following indicators are proposed to monitor the implementation of the action:

Revised SUMP: 1

Revised / newly proposed actions (projects, measures) in the SUMP aimed at increasing the modal share of pedestrian, bicycle and public transport modes in order to reduce the amount of CO<sub>2</sub>: 5

Revised / newly proposed actions (projects, measures) in the SUMP aimed at improving intermodality in order to reduce the amount of CO<sub>2</sub>: 5

## 4.2 Enablers and barriers of Action Plan development and implementation

Enablers		
	Description of enabler	Importance of enabler and potential impact on development and implementation of policy improvement
1	Participation of the <i>SMTT - Association for Intercommunity Development "Metropolitan Transport Company Timișoara"</i> as a stakeholder that will change the policy instrument, resulting in a revised SUMP	The fact that the representatives of the association will actively participate in the revision of the policy instrument is a favorable factor in the stage of approving the document and implementing the proposed measures, as they manage the organization and monitoring of public transport services.
2	Existence of the current network of bicycle lanes	The infrastructure dedicated to the circulation of bicycles is a favourable factor. The completion of the offer of transport modes with the components that are the subject of the action plan will attract an increased number of users from the pupils' category, thus reducing the number of travels made by car and by means of public transport. Reducing travel by car will have a positive effect manifested by reducing carbon dioxide emissions. The modal transfer from the public transport to the bicycle will relieve the means of transport of these users, becoming attractive for other categories of citizens. The beneficial effects obtained will substantiate the inclusion in the updated policy instrument of similar measures to be applied at the level of the whole Municipality and to address other categories (for example, students, commuters, etc.).
3	Target user age	The measure is aimed at high school pupils, young people who are generally open to using the bicycle, both as a means of transport, as well as a means of recreation and leisure. Moreover, another favoured factor is the fact that users are characters in formation who can be guided and educated in the spirit of protecting the environment. The beneficial effects obtained will substantiate the inclusion in the updated policy instrument of similar measures to be applied at the level of the entire Municipality.
4	The clearly lower cost of travel compared to the other transport modes	By using the bicycle, the costs of travelling are much lower compared to using the car or public transport. The only costs are those related to the depreciation cost of the bicycle. Benefits are also obtained by reducing the time used by parents to take/bring their children to/from school, as well as from reducing traffic congestion. The beneficial effects obtained will substantiate the inclusion in the updated policy instrument of similar measures to be applied at the level of the entire Municipality.

Table 4.1: Enablers affecting the development and implementation of the policy improvement

Barriers		
	Description of barrier	Importance of barrier and potential impact on development and implementation of policy improvement
1	The mentality of people preferring to use the car instead of friendly transport modes	In implementing the policy improvement, the mentality of people who prefer to use the car instead of friendly transport modes can become a barrier. This is a negative factor on the modal share of the use of non-motorized modes, including bicycles, which is in contradiction with the strategy and objectives of the revised and changed policy instrument, the Sustainable Urban Mobility Plan.

Table 4.2: Barriers affecting the development and implementation of the policy improvement

#### 4.4 Transferability conditions and factors

Transferability factor		
Factor	Description of factor	Importance of factor and potential Title of impact on regional of policy improvement
1	There will be no problems of transferability to the other territorial administrative units in its area of influence.	As there are no barriers, the impact will be minimal, the policy improvement being easily transferable to the territorial administrative units in its area of influence.

Table 4.3: Transferability conditions and factors

#### 4.5 Risks and mitigating actions

Risks and Mitigating Actions			
Title of risk	Description of risk	Level of probability (High, Medium, Low)	Description of mitigating action(s)
<b>Failure to obtain financing</b>	Risk of a financial nature, which may arise as a result of the unavailability of the funds necessary for the change of the policy instrument (revising the SUMP)	Low	To mitigate this risk, the main stakeholder will take the necessary steps to ensure the introduction of the expenses related to this investment in the local budget for 2021.
<b>Political risk</b>	Lack of political support. The political factor that must approve the implementation of the project is the Local Council	Low	To mitigate this risk, the main stakeholder will prepare substantiation documents and will support the proposal in

	of Timisoara.		the Local Council Commissions and in the plenary session.
<b>Reluctance from citizens (including students, teachers, parents)</b>	As the culture of using environmentally friendly modes is not well developed locally, citizens may express their disapproval of switching to these modes of travel.	Medium	The main stakeholder and the „Green for Bikes” Association will explain the benefits obtained for people, society and environment.

Table 4.4: Potential risks and mitigating actions

## Part 5. Interregional learning that influenced Policy Improvement

Project **Green-Schools Travel Programme** of partner The Southern Regional Assembly Ireland

### Good Practices

Green-Schools Travel Programme	
<b>Project Partner involved</b>	The Southern Regional Assembly Ireland
<b>GP owner</b>	An Taisce EEU Department of Transport, Tourism and Sport - Ireland National Transport Authority – Ireland Smarter Travel Schools
<b>How this GP addresses the policy need(s)</b>	<p>The good practice example refers to promoting the use of non-motorized modes of transport (pedestrian, bicycle, scooter) and those motorized but environmentally friendly (scooter, public transport, car transport but shared with other passengers who share the same destination) in order to reach the educational establishments. The program attracted a large number of schools (about 1,800), changing the way of travelling to schools for about 400,000 students and 35,000 teachers. In addition, the program organized various events aimed at promoting sustainable modes of transport, such as: Walk to School Week, Scoot to School Week, National Cycle to School, Big Travel Challenge, Walk on Wednesday (WOW Days), Cycle on Wednesday (COW Days) and Scoot on Weekdays (SOW days).</p> <p>Among the activities carried out within the project, there are those promoting cycling among pupils (e.g. actions like Cycle on Wednesday), an aspect that is not found in the political instrument of Timișoara.</p> <p>Among the actions successfully carried out under this program, the following were used as similar models to be transferred to the current action: establishing a day to come to school by bike.</p>

Cork Transport and Mobility Forum	
<b>Project Partner involved</b>	The Southern Regional Assembly Ireland
<b>GP owner</b>	Cork City Council University College Cork Cork Environment Forum
<b>How this GP addresses the policy need(s)</b>	<p>Transport and Mobility Forum fully support sustainable modes of travel measures and policies. Sustainable and Active Travel helps reduce congestion on our roads, supports a low carbon economy, reduces noise and air pollution, improves public health and quality of life. The example of good practice has inspired through its mission to increase the number of citizens who use sustainable means of transport. One of the aims of the project is to change the mentality and culture in favor of active and sustainable modes of travel. The objectives of the proposed action aimed at adapting the SUMP policy</p>

	<p>instrument of the Municipality of Timisoara are in line with those pursued by this project:</p> <ul style="list-style-type: none"> <li>- Influence travel infrastructure and policy at the national, regional and local levels.</li> </ul> <p>The proposed action supports the orientation towards sustainable modes of transport (velo) in a similar way as this example of good practice.</p>
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### Interregional Learning Events

Staff Exchange and Site Visit in Ireland	
<b>Type of Event</b>	Partner meeting
<b>Location</b>	Dublin
<b>When</b>	January 13, 2020 - January 17, 2020
<b>What Learning took Place</b>	<p>Following the participation in this workshop, the participants from PP5 learned the following:</p> <ul style="list-style-type: none"> <li>▪ Key strengths: Promoting long-term whole-school action for the environment, environment protection, reducing pollution.</li> <li>▪ Areas for improvement: Expanding the program to other schools; making it city/county/country spread.</li> <li>▪ Points of relevance: Introducing this student-led programme with involvement from the wider community, also in our schools; Updating the Urban Mobility Plan by involving children in the decision-making process.</li> </ul>

Table 5.2: Description of Interregional Learning Event 2 used in policy improvement process

### Other learnings

Get to know the Policy Learning Platform	
<b>Type of Event</b>	Webinar
<b>When</b>	23.04.2020

<p><b>What Learning took Place</b></p>	<p>The webinar was a great opportunity to familiarize ourselves with how the Policy Learning Platform can help extend experiences and exchanges beyond project partnerships.</p> <p>The Policy Learning Policy is the perfect environment to continuously learn from other projects, identify new and relevant good practices, benefit from expert support and facilitation, share ideas and tips with colleagues and stakeholders to improve sustainable mobility in our city, discover the latest EU news and updates.</p> <p>The webinar is not directly related to the proposed action, but the lessons learned from other projects and examples of good practice have contributed to the development of a comprehensive vision of sustainable mobility.</p> <p>The consultation of the databases we learned about during this event offers multiple examples of supporting the mode of bicycle transport through types of actions similar to those proposed: the development of infrastructure elements.</p>
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Table 5.3: Description of Other Learning 2 used in policy improvement process



## Part 6: Action Plan Endorsements

The Municipality of Timișoara, as a partner in the MATCH-UP Project, recognizes the added value and contribution obtained by identifying good practices and interregional learning and by developing this Action Plan aimed at improving the main policy instrument for mobility and transport at local and metropolitan level .

The Municipality of Timișoara considers the transfer of good practices and interregional learning mentioned in this Action Plan, with the necessary adaptation to the regional context, a valuable contribution for the further development of low carbon urban mobility and intermodality in the Timișoara Growth Pole.

We hereby confirm our support for the import and implementation of good practices, as described in this Action Plan, as well as for the implementation of the action reported in Part 4 of this document.

**Name & Function:** Magdalena Nicoară,  
Director of the Development Department, Municipality of Timișoara

**Date:** 24.11.2020 **Signature:** \_\_\_\_\_

**Name & Function:** Culiță Chiș  
Director of the General Department for Roads, Bridges, Parking Lots and  
Utility Networks – Municipality of Timișoara

**Date:** 24.11.2020 **Signature:** \_\_\_\_\_

**Name & Function:** Loredana Sibian  
Head of Urban Projects Office – Municipality of Timișoara

**Date:** 24.11.2020 **Signature:** \_\_\_\_\_

**Name & Function:** Floriana Ștefan  
PP5 Project Manager , MATCH-UP

**Date:** 23.11.2020 **Signature:** \_\_\_\_\_