

In Slatina, the requirement for the development and implementation of the integrated action plan (IAP) / sustainable urban mobility plan (SUMP) is determined by the need to improve mobility, in order to meet the transportation needs of the population and the economic environment, both in the city and in the contiguous areas, in the present and in the future and to increase the quality of life for its inhabitants.

The general objective of the Sustainable Urban Mobility Plan for Slatina is to provide answers and solutions to the European Union's change policy on urban mobility, as set out in the key policy documents of the European Commission, such as: “The Action Plan on Urban Mobility” and “The Urban Mobility Package”, making a priority of the development and subsequent implementation of the urban mobility plan in a sustainable way, within the project: *Network for co-productive development of sustainable urban mobility plans empowering cities to create joint visions, targets and sets of measures to manage their future city progress*, project funded by the URBACT programme, priority axis 1.1.2. To improve the design of sustainable urban strategies and action plans in cities.

The Sustainable Urban Mobility Plan for Slatina aims to create a transport system that meets the following strategic goals:

1. **ACCESIBILITY** – *all the citizens of Slatina should be offered transport options that will allow them easy access to the essential services and destinations;*
2. **SAFETY AND SECURITY** – *improvement in the area of safety and security;*
3. **ENVIRONMENT** – *reducing noise pollution and air pollution, reducing energy consumption and greenhouse gas emissions;*
4. **ECONOMIC EFFICENCY** – *efficiency and cost-effectiveness in the passenger and goods transport sector and an increase of the economic efficiency;*
5. **URBAN ENVIRONMENTAL QUALITY** - *aims to enhance the attractiveness and quality of Slatina's urban landscape and environment, economy and society.*

On May 29, 2016, through the provision 1108, the Mayor of Slatina establishes the Urban Local Group (ULG) for the implementation of the Sustainable Urban Mobility Plan (PMUD) for Slatina, within the CityMobilNet project. The organization and operation of ULG was in accordance with the Local Support Group Toolkit (June 2013 version, part of URBACT II).

The ULG was composed of 97 people – representatives of the local citizens, safety services, public works verification service, road and public transport administration, business community, local council of Slatina, private transport operators, educational institutions, NGOs, utilities providers, regional development agency, political environment, mass media and other institutions that may have an impact on mobility in Slatina.

Slatina's ULG is a structure that brings together all relevant local stakeholders, in terms of participating in the development and implementation of local urban development policies. The main tasks of ULG include:

- Analysing local challenges and identifying solutions, using specific techniques
- Embedding the knowledge gained from the transnational experience exchanges into the local policy-making process, using specific techniques and exercises
- Contributing to the transnational experience exchanges and training processes taking place at the network level, using specific techniques and exercises
- Communicating results at local level, and disseminating knowledge gained within a wider community, using specific techniques and exercises
- Taking part in the URBACT training schemes organised at national and European levels by the URBACT programme, thus increasing the capacity of the local stakeholders.

Following the analysis of the need for the elaboration of the Sustainable Urban Mobility Plan for Slatina, the technical team agreed on the following structure of activities:

- Mobilize the local community and organize the URBACT Local Group (UGL) in the field of sustainable urban mobility
- Prepare the necessary information material regarding sustainable urban mobility, to motivate the support offered and to establish and consult URBACT Local Group (UGL) on the actions undertaken or planned to be carried out (presentations, reports, discussions)
- Develop technical studies (e.g.: the transport model) and establish their correlation to elaborate the Sustainable Urban Mobility Plan for Slatina
- Representation in the technical meetings of the CityMobilNet project, including transnational seminars, where the situation requires.

The activities were coordinated by the project manager and the results of each activity were presented and analysed within ULG and disseminated to the public.

Eight thematic debates on urban mobility were organized between 6 and 14 February 2017, which involved: organizing, informing, moderating and analysing the results of the discussions. The meetings aimed to identify the problems related to the mobility of the citizens of Slatina.

These debates focused on the involvement of citizens, the press and all stakeholders, on the coordination of policies among sectors (transport, health, land use, parking, environment, economic development, social policies, safety, etc.), between the various levels of public authority and between neighbouring authorities, also presenting a sustainable development vision for the urban and peri-urban area of Slatina.

Representatives of the media and of the citizens of Slatina were invited to the 8 meetings, regardless of the topic discussed.

The debates were structured on topics of interest, such as: quality of life, social accessibility, traffic safety, passenger transport, goods transport, accessibility of emergency services, functional areas and administration.

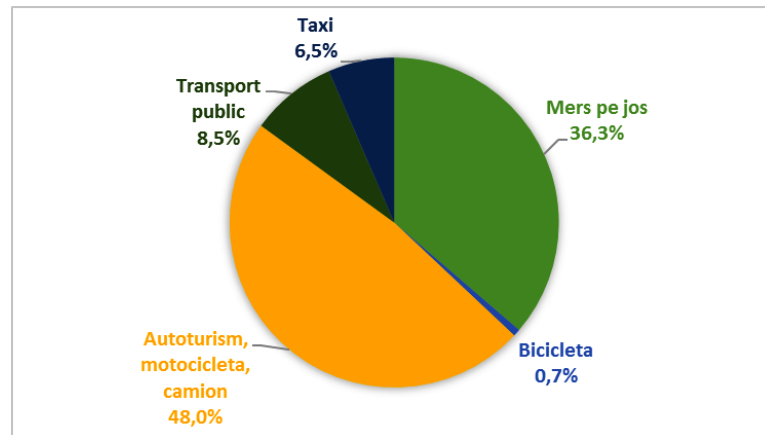
Within the working methodology was identified the way to achieve the objectives of the Mobility Plan. The key elements of this methodology were:

1. Establishment and composition of the ULG. Will determine the ULG's tasks, its composition, as well as the specific aspects of its operation: the organizational chart and the rules of organisation and functioning. The aim will be to correlate with the objectives and indicators of the project *Network for co-productive development of sustainable urban mobility plans empowering cities to create joint visions, targets and sets of measures to manage their future city progress*, a project of which Slatina is a part of.
2. Methodology for reaching its objectives. It means operationalizing the objectives of the Mobility Plan, namely: identifying the output indicators and the expected results.
3. The output indicators and the results will be analysed within ULG and will be made public.
4. Presentation and responsibilities of the project manager. The project manager has a very important role in the project. The presentation and establishment of its responsibilities has both a component related to project management, as well as a component specific to the image and public communication.
5. Presentation and responsibilities of the tech team. The tech team is defined both in terms of the organizational chart and in terms of its responsibilities. The focus is on the specific skills of the people that will participate in the implementation of the SUMP, as well as on the exhaustive coverage of the necessary expertise.
6. The coordination group is constituent at the level of the beneficiary and has an executive role during the SUMP implementation (minimum 15 years). The necessary positions within the coordination group, as well as the specific responsibilities have been defined.
7. Risk management. The main issues for the implementation of the Sustainable Urban Mobility Plan for Slatina have been identified, as well as the ways in which they will be diminished or avoided.

The Sustainable Urban Mobility Plan for Slatina required carrying out field research to capture the current situation and the main trends in mobility. The following were necessary:

- ✓ A households' survey, on a sample of at least 1% of the city population was held from January 18 to February 1, 2017.
- ✓ A traffic survey, aiming to identify the volume and structure of transport flows. Within this survey, measurements were made to establish the commuting time within the city of Slatina. This took place from January 23 to January 29, 2017.
- ✓ The origin-destination survey, which provided information regarding the origin and destination of the trips, the purpose of the trip and the loading condition of the vehicle. The survey took place between during 2-5 February 2017.

Based on home interviews and traffic censuses, was estimated the distribution of trips according to the modality of travel, the result being shown in the chart below.



Walking -36,3%

Cycling – 0.7%

Taxi – 6,5%

Public transport-8,5%

Car, motorcycle, truck – 48,0%

After completing all the above-mentioned activities, which generated all the necessary data for drafting the official document of the Sustainable Urban Mobility Plan for Slatina, the elaboration team began drafting the official document.

The Sustainable Urban Mobility Plan for Slatina aims to create a transportation system that meets the following main objectives:

- *Accessibility*: providing transportation options for all citizens, so that they have access to essential services and destinations.
- *Safety and security*: Improvement of safety and security conditions for all users of the transportation system and for the community as a whole.
- *Healthy environment*: reducing air and noise pollution, greenhouse gas emissions and energy consumption.
- *Economic efficiency*: Improvement of the efficiency and cost-effectiveness of passenger and goods transportation system.
- *Urban environmental quality*: enhancement of the attractiveness and quality of the urban landscape and environment, for the benefit of the citizens, the economy and society as a whole.

These objectives are mirrored in the external effects of the projects proposed in the mobility plan. In terms of mobility scenarios, they mainly reflect the global vision on mobility and are outlined from budget constraints, but also the immediate needs of the city:

- The 1st scenario proposes to deal with it at local territorial level, through the rehabilitation of some parts of the road transportation network and includes only the P0 project – Rehabilitation and modernization of the road infrastructure in Slatina (committed projects).

- The 2nd scenario proposes treating the entire territorial level, including the road and cycling network, and corroborating the solutions for this level with complete solutions to solve the dysfunctions of the public transport system. In addition to the projects included in the 1st Scenario, the 2nd Scenario includes the following types of projects:
- Rehabilitation and modernization of pedestrian and transport routes
 - Modernization of public transport by the acquisition of new, environmentally friendly vehicles, developing a modern network of transport stations and appropriate payment methods
 - Development of infrastructure for bicycles and electric vehicle charging stations
 - Development of pedestrian infrastructure and priority routes for pedestrians
 - Creation of parking spaces and implementation of ITS Traffic Management, Parking Management and support systems to improve Pedestrian Safety
 - Defining a low-emission zone in the city centre
 - Creation of an intermodal point in the railway station and bus station area, through the necessary urban redevelopments and providing its specific functions
 - Road traffic education campaigns
 - Awareness campaigns for the new mobility concepts / services
 - Campaigns to promote sustainable travel
 - Creating the implementation and monitoring structure of the Sustainable Urban Mobility Plan
 - Create the management structure for the bike-sharing system
 - Create the management structure for the parking regulation

In conclusion, the 2nd Scenario was the scenario recommended for the development of the SUMP action plan, being a complex and integrated scenario that meets the demands of a sustainable urban mobility system, effective and economically efficient.

Also by implementing the second scenario Slatina's SUMP aims at reaching a different percentage for the modal split by 2030:

- ✚ Walking – 35.1%
- ✚ Cycling – 1.0%
- ✚ Taxi – 6.3%
- ✚ Public transport – 16.4%
- ✚ Car, motorcycle, truck – 41.2%

The draft version of the SUMP was presented to the ULG as a working version and each member of the group was able to put a personal stamp on the final document. The final version of the SUMP was submitted for approval as a supporting document to the Ministry of Regional Development and Public Administration in order help Slatina access grants from the Regional Operational Program 2014-2020. It is also used to prove the government the need for intervention and the solution to problems that could help Slatina in improving the life and become a more welcoming city for its inhabitants and for future generations.