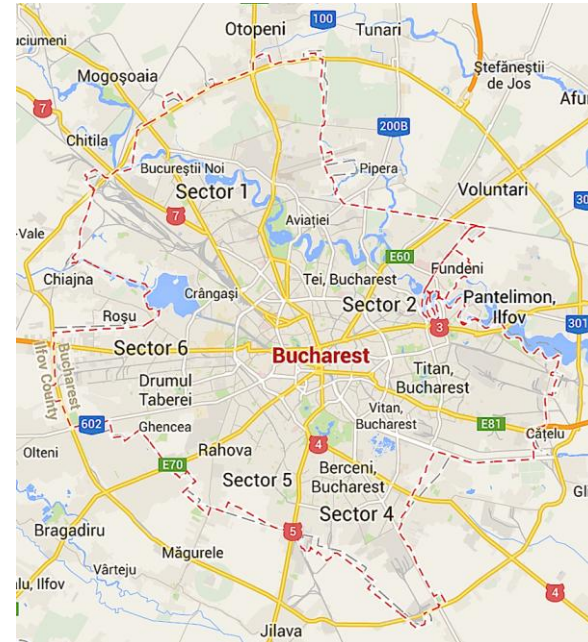


Bucharest – the city of cars



Bucharest – Romania's capital

- Biggest city in the country – 228 square km and officially 1.883.425 inhabitants (a density of 8519);
- Daily: appreciatively 3 millions people
- Person with disabilities: 58.839
- At the end of 2013: in Bucharest we have officially 1,12 millions cars
- It is estimated that daily we have 1 million cars transiting Bucharest.



Main causes

- Shopping malls within the city: people are on daily bases using their cars for shopping;
- Concentrated offices areas within the city, without proper number of parking spaces;
- In the North part of Bucharest: an intense developed offices area – people are heavily commuting within the cities towards North;
- We do not have a belt and in order for drivers to reach from one highway to another, they are forced to go trough the center of the city;
- Traffic lights are coordinated in the advantage of cars, not of the pedestrians;
- The public authorities are still building impressive passage ways for cars, in the middle of the city;
- Only recently (at the beginning of this year) we had one project aiming at enlarging de pavements.



Public transportation

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- It is relatively cheap

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- There are just bits of dedicated lanes, therefore the bus is often stuck in traffic;
- Because there are not dedicated lanes, there is no estimation as for the public transportation arrival;
- The drivers of the public transportation are not trained to assist people with disabilities in using the public transportation;



Public transportation

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- The stations are in a precarious state: there are virtually no benches for the elderly, they are not properly maintained and, therefore, the people waiting for the buses are exposed to sun during summer or weathering during autumn and winter;
- Key public transportation nodes do not provide for quality transfer;



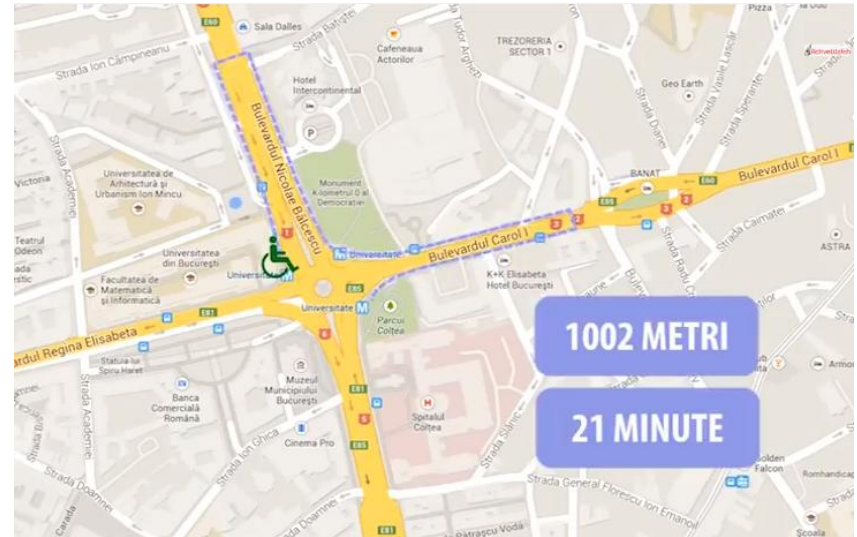
Pedestrians

- The biggest problem for pedestrians are the cars parked on the sidewalk – this is due to the legislation that allows parking if there are 1,5 m for pedestrians.
- There are often situations in which the sidewalk is occupied by urban furniture in a way that disturbs walking;
- There are areas where sidewalks are interrupted and therefore people are forced to walk on the streets;
- Highly deteriorated sidewalks – especially dangerous for the elderly and persons with disabilities;



People with mobility issues

- Currently, in Bucharest, there is no street fully accessible (for all kind of disabilities, according to the laws);
- The biggest problem: the kerb stones are too high for a person in a wheel chair to move across the city independently;
- Highly deteriorated sidewalks – especially dangerous for the ederly and persons with disabilities;
- In order to facilitate cars' transit, local authorities are keen on the idea of under ground grossings: the access platform for people with disabilities are not in use during the weekends.



Alternative transportation - bicycle

- Between 2008-2011 : 150 km of bicycle lanes. Appreciatively 90% of it was declaired to be illegal by the Police because they were constructed without obeying the law;
- Currently – the City Hall is building new bycicle lanes, but – the cycling community is not being consulted, therefore there are serious reason to belive that the previous mistakes are to be repetead;
- The Mayour: “I will not make bicycle lanes on the streets because I do not want to count the deads”.



Main issues with the bicycle lanes

- The lanes are designed mainly on the sidewalk – there are serious conflicts between pedestrians and cyclists;
- The lanes are not continuous – they are frequently interrupted by trees, kiosks, urban furniture;
- Sometimes the lanes cover 100% of the sidewalk;
- They are not efficient: sometimes one has to wait for three different traffic lights in order to cross the street;
- Because the authorities did not conducted a proper informative campaign, there are serious altercation between the drivers and the cyclists.



Citizens involvement

- Each year (ever since 2011) we have two public manifestation that advocates for proper bicycle infrastructure: “Cities for People” – we had 8000 people participating at the last march;
- The march has spread and now are at least four other big cities in Romania making the same march in their cities;
- None of these public manifestations were acknowledge to be legal, even though we undergone all the legal procedures.

TU EȘTI TRAFICUL!



Citizens involvement

- This year – the first pedestrian march in Romania – “Accessible City for All People”;
- We had people with disabilities, people with infants in their prams, elderly and pedestrians;
- We are now in discussion with the Government in order to enforce the laws that protect the pedestrians’ rights.



Conclusions

- We are rather a city for cars, with little investments for space for pedestrians and cyclists;
- This is a rather generalised situation in Romania – there is not a fully accesible city in Romania;
- Social injustice: only 10% of the people with disabilities go to upper schools;
- Accordingly to WHO: Bucharest is the most polluted of the E.U. countries.



Thank you!

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