

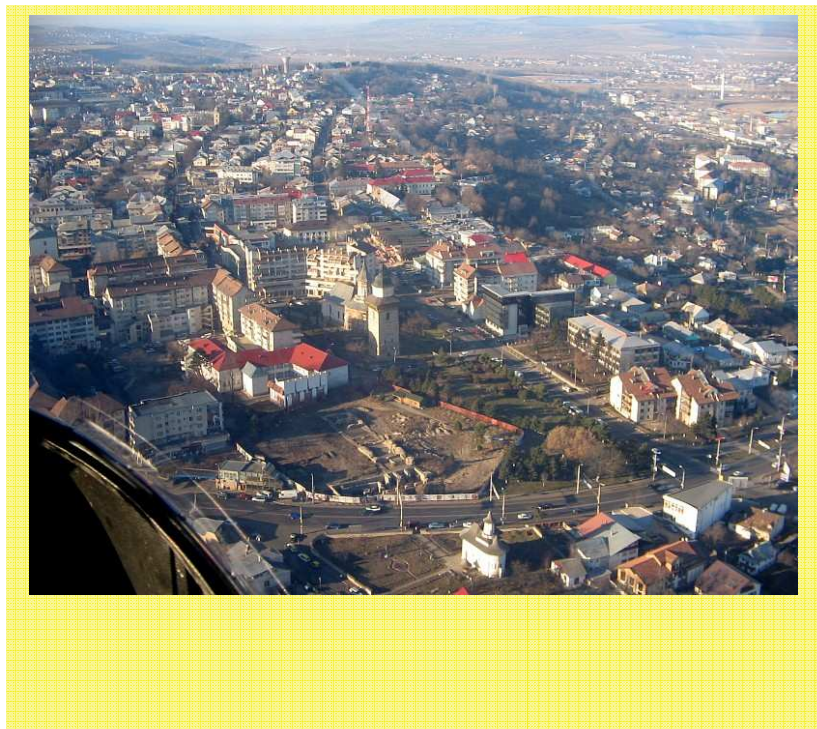
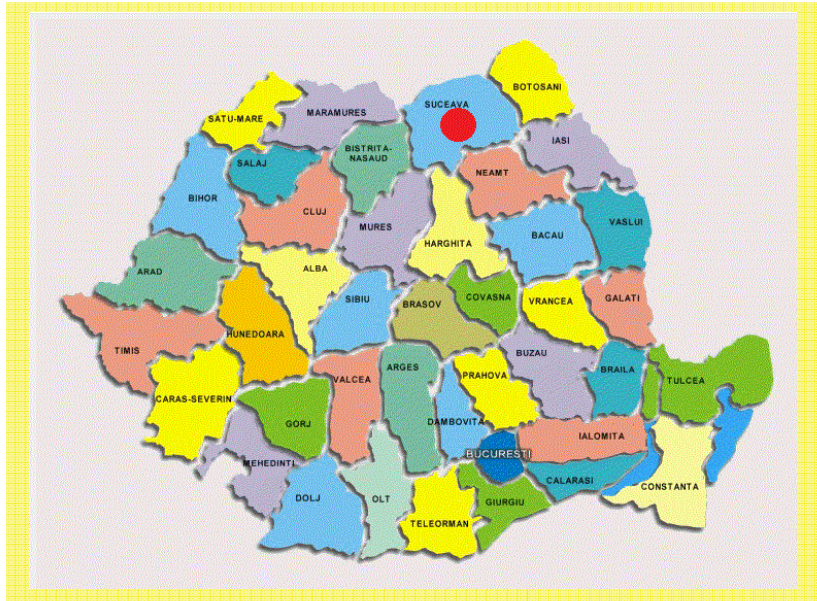
# Steps towards a sustainable future for Suceava

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Once life standards and alarming exceeding of the pollution degree during the last two decades have been given a greater importance, transport has become a central topic of debates upon environment protection. **Road transport is particularly the main element of environment deterioration agents within the urban environment.**

Suceava municipality lays NE of Romania, north of region Moldavia, being the capital city of Suceava County. It is located 450 km from Bucharest and it stands at an important road junction, crossed by two European roads, five national roads and four county roads.

**In terms of railways,** three stations (Ițcani, Burdujeni and Șcheia), link Suceava to Bucharest, to Vicșani locality in the direction of Ukraine and to Vatra-Dornei Municipality in the direction of Transylvania, being thus connected to all country regions.



**The air connections with the rest of the country are secured by means of „Ștefan cel Mare” Airport – Suceava**, which is situated 450 km north of Bucharest (approximately one hour trip). The airport is located in Salcea town, 11,2 km east to Suceava, and 30,5 km west to Botoșani town.

Suceava County is crossed by two major European roads: E85 Bucuresti – Suceava - Siret and E58 Halmeu – Suceava – Iasi, both passing through Suceava City and City Centre, as Suceava has no by-pass routes that would permit the diversion of transit traffic.

This transit traffic superposes on the local urban traffic, already significantly exceeding the current possibilities offered by the city road infrastructure, and **raises the negative impact of the general traffic.**

**The streets network** of the city is the result of the city development as a traffic junction and administrative, economic and cultural centre of the county and of national importance. Another important factor for the evolution of street configuration is the area relief, respective Low Carpathians – highland.

The total length of the street network is about 138 km, classified as following:

- 22 km – major roads that ensure the taking over of the major traffic flows resulting from the main European roads crossing Suceava, accounting for 16% from total;
- 17 km – roads ensuring connection, accounting for 12 % from total;
- 34 km - collecting roads, accounting for 25% from total;
- 65 km - suitable for local and minor use and non-modernised streets, accounting for 47%.

The last three categories aren't appropriately dimensioned to serve the motorised traffic demand and to respond the pressure and as a result the traffic is affected, the fluency reduced, the trip duration increased, the fuel consumption, level of pollution, stress and the number of incidents enhanced. Also, the 4<sup>th</sup> category accounts for nearly 50% and these only ensure accessibility to residences and services of common use, without representing a feasible solution for driving across the city.



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This road network is used by three categories of traffic: domestic, penetration and transit traffic. Only 10 streets have two lanes, these ones being the most circulated.

An important aspect in finding solutions to solve road traffic and congestion issues is the initiative of the local administration to take steps for building two bypasses (one west and one east) to divert the transit traffic and the heavy traffic from the city residential areas and the city centre. The city bypass to west will be finalised in 2014.

To solve the urban traffic issues, the undertakings are much more complicated, diverse and must tackle the problem unitary. **CIVITAS II – SMILE project came with concrete measures to decrease the motorised traffic** by increasing the use of public transport means, to promote the use of clean vehicles and alternative fuel, to urge the citizens to make use of alternative means of transportation – especially walking, to plan the trips and to integrate the available mobility systems.

At the opposite side, stood the challenge posed by the positive trend of the local economic development and the improved financial status of the inhabitants, the public mentality according to which private car ownership is seen as a matter of standard of living and wellbeing.

**The street network is a limited resource, for which there already is competition for certain hours and in certain places.** The pressure regarding the road utilisation is increasing, so in order to obtain a good utilisation of the traffic system, the utilisation means have to be very well administrated.

The main options of the political authorities are linked to priority actions for the public transport (priority lines, physically separated lines where available, priority at traffic lights, crossing priority before other traffic), price strategies for parking in the central area, priorities and facilities for “easy” transport means, including the creation of passengers areas, bike roads and crossing facilities, the use of intelligent transport systems for administration of traffic control systems for optimisation of the traffic flows.



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The most recent project of the municipality is **EVUE (Electric Vehicles in Urban Europe)**, developed under URBACT programme. By means of this project, Suceava plans to become a pioneer in introducing electric vehicles in the public and private sector in Romania, having also in view to set up additional measures to create an appropriate operating system as part of an integrated electric mobility strategy. This project includes a Local Action Plan which sums all the results and knowledge acquired through the project, in connection to the procurement, ownership and use of electric vehicles in the urban environment.

**Suceava's Local Action Plan is also elaborated as a strategy to promote and implement electric vehicles and the charging infrastructure in the municipality, including campaigns for communication with citizens, in view of setting up a market for electric vehicles and enforcing favourable legislative measures, as well as mechanisms which can support overcoming financial barriers to implementing electric transport.**

Within the framework of Swiss – Romanian Cooperation Programme, **Suceava Municipality developed a Sustainable Energy Action Plan, targeting the reduction of the greenhouse gas emissions by at least 20% by 2020** and the promotion of investments which can lead to an efficient use of energy by improving the existing energy performance in constructions, installations, equipment and technologies enjoying high energy efficiency, including feasible renewable energy sources.

