

EXISTING POLICY FRAMEWORK TO SUPPORT THE ACTIVE MOBILITY IN BULGARIA. STRATEGIES AND REGULATIONS IN VARNA

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Abstract. *Active mobility, active travel, active transport, and active transportation are synonyms of transport of people that only use their physical activity for the need to travel. The most known forms of active mobility are walking and cycling, though the skateboard, kick scooter or roller skates are also a form of active mobility. The city of Varna is the third largest city in Bulgaria and the largest seaside city in the country. In the high tourist season, the city shows much more street problems than usual. The congestion seems to be greater each and every year and this affects active transportation. As a result of the dominant character of the private car in our everyday life, it seems that the active forms of transport are being neglected. To change this trend an integrated transport policy is required where the pedestrians will be placed in the center of the daily agenda. One of the very important components to support active mobility is the policy framework. It should guarantee that all forms of active mobility have also rights as users of the streets and are not neglected in the planning process. The current study aims to analyze the existing relevant national and local (for the city of Varna) regulations regarding walking and cycling and to evaluate the degree of policy support in order to respect their rights and needs. The existences of the relevant policies and how they are implemented is a matter of the study. The collected data about the regulatory framework is evaluated using the content analysis method.*

Key words: *active mobility, pedestrian and cyclists rights, policy framework*

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1. INTRODUCTION

Walking is traditionally one of the most underestimated and underrepresented modes of transport available, including its importance in creating liveable cities. Walkability components consist of convenience, safety and security, and policy support. The policy support ensures that the users have the same rights in order to use the public space such as a street corridor. The policy support on walkability is aimed to guarantee the pedestrians' rights as the users of the street corridor (ARUP, 2015).

On 12th of October 1988, more than 30 years ago, the European Parliament adopted a European Charter of Pedestrians' Rights as a first major step toward a more pedestrian-friendly urban environment. Since the start of the 2000s, several EC documents (e.g., the 2001 Transport White Paper, the 2007 Green Paper, and the 2011 White Paper) highlight the main directions and guidelines for enhancing the sustainability of urban mobility (Nozharova, Nikolov, 2018; Kovachev et al, 2018). With the help of the above documents and with many ongoing European programs and projects the European Union stimulates countries in the implementation of sustainable urban mobility mechanisms. However, according to the provisions of the Action Plan on Urban Mobility national and local authorities are responsible for incorporating the above principles into the national and local legal framework. Decisions adopted at the local level should be taken within the national, regional and European policy framework. European Commission continues every year the efforts for promoting sustainable urban mobility and, in particular, the active forms of transport. Despite this nowadays most of the provisions of the above-mentioned documents are still far from being implemented in some of the Member states.

In Bulgaria, as in most of the European cities, motorized transport dominates among all other modes of passenger transport. For the last 25 years, the number of vehicles has increased almost 3 times and the motorization level already got beyond 455/1,000 (Ministry of the Interior, 2018). To change the described situation, an integrated transport policy framework is required, in which active transportation becomes the priority for cities urban development (Papaioannou et al, 2010).

The city of Varna is the third largest city in Bulgaria and the largest seaside city in the country. In the high tourist season, the city shows much more street problems than usual. The congestion seems to be greater each and every year and this affects active transportation too. According to estimations made by the authors (based on data from the Master Urban Plan of Varna and statistics) the rate of motorization in Varna now exceeds 485/1,000 and the provisions of the Master Plan are for a level of 585/1000 for the year 2030. Despite the dominant character of the private car in our everyday life pedestrian and cycling activities in Bulgaria and Varna, in particular, are slowly gaining popularity. As opposed to other modes of transportation, road congestion is not a problem for walking and cycling mobility, but often a requirement for pedestrians and cyclists to feel safe to walk or cycle through urban roads (Nourian et al, 2018). One of the very important components to support the active mobility and to help in giving the streets back to people is the policy and regulatory framework. Strategies on a national and local level should guarantee that pedestrians are not neglected in the planning process. To solve these problems, Varna, like many other cities, would obviously need relevant strategic documents and specific norms that should identify the directions to overcome the barriers to sustainable traffic modes and improve streets' attractiveness and accessibility for walking.

2. AN EMPIRICAL STUDY OF THE BULGARIAN POLICY FRAMEWORK

The main documents, used as a basis for this analysis at national and local (for the city of Varna) level are those related to the problems of active mobility: strategic and legislative documents, reports and analyzes, norms and regulations. For the purposes of the current study, the authors used the following methods: monitoring methods (monitoring), description, logical and comparative analysis.

2.1. Main regulatory documents concerning active mobility on the national level

According to the preliminary review of the regulations related to the problems of planning and design of the transport infrastructure in urban territories, the authors found that two of these legislative documents are relevant to the current study. Generally, the legislation and the existing regulatory framework in Bulgaria may be divided into two categories which have relation to urban planning and development, as well as to the rights and obligations of the participants in the traffic movement (Table 1).

Table 1 Categories

The first category - documents reflecting the needs of pedestrians and cyclists regarding the planning and design of transport communication systems in urban territories.	Second category - laws, and ordinances regulating the way of movement and the rights of pedestrians and cyclists.
Ordinance No. RD-02-20-2 (prom.20.12.2017) for planning and designing the communication-transport systems of the urbanized territories	Road traffic act (prom. sg. 20/5 Mar 1999)
Ordinance No. 4(prom. 1.07.2009) for the design, execution, and maintenance of buildings in accordance with the requirements for an accessible environment for the population, including for people with disabilities.	

2.1.1. Main regulatory documents related to the planning and design of the communication - transport systems in urban territories.

One of the basic laws that directly regulate the public needs in relation to the spatial planning, investment design and construction of the Republic of Bulgaria, is the Spatial Planning Act (SPA). In its essence, the SPA defines the basic rules and establishes the legal grounds for additional regulations, defining specifically the planning and designing of the urban fabric. Following above guidelines, additional regulations for the Transport Communication Systems (TCS) in the urbanized territories (Art.75al (5)) and the Ordinance for a Public Accessible Environment have been created, defining the norms and methods in the planning of the urbanized territories.

The main document, concerning the rules and planning for the urban street system in Bulgaria, is Ordinance No RD-02-20-2 from 20 Dec. 2017. This ordinance defines the principles, criteria, norms, and rules for planning and designing of TCS in urbanized areas, including the street network, public transport for passenger transport, pedestrian traffic, cycling, parking, transport service facilities (workshops, etc.) and traffic management. The

requirements of the Ordinance apply both to the planning and design of new TCSs, as well as the reconstruction, major repairs and ongoing maintenance of existing streets.

According to the Ordinance, the TCS and its elements have to be designed in accordance with the structure and needs of an urbanized and adjacent territory. In order of importance, they are as follows - pedestrians; passengers using public transport; cyclists; cars; cargo vehicle; transit car traffic. They must be also in accordance with the projections of the spatial development concepts and spatial plans. The general provisions of the Regulation have developed texts that define the scope and content of sustainable urban mobility plans. In this section are also the main texts that specifically reflect the integrated policy of the state and its principles of sustainable urban mobility. The main objectives and tasks of the planning and design of the TCS, which are set forth directly in this Ordinance are clearly seen from Table 2.

Table 2 Main objectives and tasks set in Ordinance No RD-02-20-2

Objectives	Tasks
1. Ensuring the effective use of the territory of the urbanized areas according to the parameters and the projections of the Master plan;	1. To offer optimal opportunities for the development of the different types of movement in the urbanized territory, ranking by the following priority: (a) pedestrian (traffic); (b) public transport; (c) cycling (traffic); (d) the movement of passenger cars; (e) freight traffic; (f) transit carriage for the urban territory;
2. Providing fast and convenient transport links between the different parts of the urban territory and the municipalities as well as their connection with the republican and municipal road network;	2. To provide an opportunity for co-modality through quick, easy and convenient transfer;
3. Creating premises for the economic development of the territory;	3. To move (To guide) out transit traffic outside urban areas;
4. Enhancing sustainable mobility by encouraging the use of public transport, supporting pedestrian and bicycle traffic, creating preconditions for reducing the use of cars, motorcycles, mopeds and other motor vehicles causing air and noise pollution in urban areas;	4. To offer alternative roadway activities, depending on the time, weekly and seasonal characteristics of the traffic.
5. Achieving maximum safety and security for all road users, reducing and limiting potential road accidents;	
6. Ensuring public health by reducing noise, vibration, and harmful gases;	
7. Providing effective design, based on international standards for sustainable, green and mobile urban environments;	
8. Reporting, preservation, and development of the existing architectural, historical and cultural environment (especially for city centers and areas of cultural and historical heritage).	

The Ordinance has applications, which are expanded and supplemented with graphs explaining the clearly defined requirements, precluding misinterpretation in planning and designing of the TCS.

In conjunction with the Ordinance for planning and designing the TCS of the urbanized territories was issued the next Ordinance № 4 of 1 July 2009 - for the design, execution and maintenance of buildings and structures in accordance with the requirements for an accessible environment for the population, including for people with disabilities, which has a direct relation to the mobility needs of the citizens.

Currently, the Ordinance defines the requirements for the design, implementation, and maintenance of the elements of the urbanized territory, to ensure an accessible architectural environment for the entire population, considering the specific needs of the people with reduced mobility, incl. people with disabilities. The Ordinance complies at the same time with the requirements of the normative acts on the scope and content of the spatial planning schemes and plans that are essential for sustainable and integrated urban planning.

2.1.2. Main regulatory documents regulating the way of movement in urban territories and the rights of pedestrians and cyclists on the national level

In Bulgaria, the legal basis for road traffic regulation, including pedestrian and bicycle movements (elements of "active mobility"), is the Road Traffic Act and its Implementing Rules. They define the rights and obligations of all road users, thus including pedestrians and cyclists, both in and outside of urban territories. Road Traffic Law is the only one that directly defines the term "pedestrian" as any road user who is on the road outside a vehicle (for example, a car) and does not work on the road (doing road repairs, etc). Pedestrians are also people who push or pull a stroller or wheelchair (including a wheelchair driven by a pedestrian-speed motor), as well as cyclists and motorcyclists who have dismounted their respective vehicles and push them on foot. Other definitions limited in the law and its statutes, which concern "active mobility", are the definitions of bicycles. It can be argued that the law has summed up all other forms of active mobility such as skateboarding, roller skating, jogging, or all other means of movement with the use of muscle power. According to the law, anyone who pushes or pulls another vehicle without a motor which has a width less than one meter is considered a pedestrian.

The current Road Traffic Act, adopted by the National Assembly in 1999, is more than 150 pages. There are only two sections dealing with all fundamental rights and obligations of the pedestrians and cyclists. By making a detailed review of the law, it is obvious that there is a negligent attitude towards active forms of mobility. In all of the 78 amendments and additions to its adoption on September 1st, 1999 until the last change of 27th of July 2018, only one is related to the pedestrians (Article 119, paragraph 5, new in force from 26/01/2017) and a single one related to the cyclists (Article 80, Amended, SG No. 60/2012, in force as of 07/08/2012). This, in view of the content of the law, unfortunately, does not mean that in the above aspects the legislator has exhausted all the problems related to the active forms of transport, and in this case, shows a tendency to neglect the problems and needs of those traffic participants. Although Ordinance № RD-02-20-2 changed the status quo, giving priority to the pedestrians, according to the Road Traffic Act, the motor vehicles continue to be the dominant form of transport in the cities of Bulgaria.

3. MAIN REGULATORY DOCUMENTS CONCERNING THE ACTIVE MOBILITY ON A LOCAL LEVEL: STRATEGIC POLICY FOR WALKABILITY IN VARNA

At the national strategic level, the municipalities are responsible for the policy and decision-making related to the urban planning and development of the municipal territory. According to the Self-government and Local Administration Act (art.21(1)12), The Municipal Council shall adopt municipal development strategies, projects, programs and plans. Contemporary urban management in the Republic of Bulgaria includes long-term, medium-term and short-term strategic planning documents. The executive period of the long - term documents covers over 10 years, the duration of the medium - term documents are from 3 up to 9 years, and the short-term ones have an implementation period of 1 to 3 years. According to the object of management, strategies are considered as complex and focused. The complex ones deal with a broad spectrum of objectives, tasks, and actions. They are composed to predict the long-term consequences of the overall management (activity) of the organization (the municipality). Focused strategic documents are aimed primarily to locate specific problems to be solved on a functional level.

3.1. Complex strategies and regulations in Varna

Bulgaria's strategic planning for regional development covers the development and updating of a system of documents to achieve a sustainable integrated regional and local development, including the development of cross-border, transnational and interregional cooperation. According to the Regional Development Act /RDA/ and the Spatial Planning Act, municipalities of every city in Bulgaria must prepare and adopt three main documents (Table 3) related to the urban planning and urban development.

Table 3 Main objectives of the three main strategic documents on the local level

Name of the document	Main objectives
Municipal Development Plan (MDP) RDA art. 9 (1) and (2)	<ul style="list-style-type: none"> ▪ To identify current problems, needs, and potentials for development of municipalities and cities; ▪ To identify projects contributing to the achievement of national, regional and local development priorities;
Integrated Urban Recovery and Development Plan (IPGVR)	<ul style="list-style-type: none"> ▪ To provide spatial and factual coordination and integration of various policies and planned resources ▪ To meet the goals of sustained improvement of the economic, social and environmental status of a given urban area.
Master Urban Plan	<p>Specifies:</p> <ul style="list-style-type: none"> ▪ the general structure of the territory of the municipality, with the relevant rules and regulations; ▪ Requirements of the aesthetic and compositional zoning of the territory; ▪ Requirements of the development of a human - friendly environment, including those for people with disabilities; Output of the transit traffic; ▪ Significant improvements in communication and transport infrastructure; ▪ Improving the transport services in the city and the municipality by public road transport

The Municipal Development Plan (MDP, Obshtinski plan za razvitie) of the Municipality of Varna is the main strategic document that outlines the objectives and priorities for sustainable and integrated socio-economic development of the region. The Municipal development plan has been drafted for a 7-year cycle of action, 3 months up to its. The strategic framework of the MDP - Varna is based on the existing potential of the city. It considers the analysis of the present situation and the future prospects of development in all aspects of planning. MDP is a working document compiling the targets and the ways to achieve them, in compulsory accordance with the Regional Development Strategy and all urban plans that are in force. For MDP is essential to put forward a common framework and sequence of concrete actions for sustainable and integrated development at the local level. In its scope and content, the tasks and measures set out in the plan are not directly related to pedestrian issues but affect aspects and problems related to walkability. In two of its main priority areas (Table 4, PA2 and PA3), are provided measures to improve the elements of the transport system in terms of pedestrian spaces, urban design, public transport, and an accessible environment. The main goal of the Municipal Development Plan is to ensure the link between the regional and local strategic development contexts by virtually integrating bottom-up and top-down planning approaches. The implementation of the specific tasks in the plan contributes to the achievement of the goals set at the higher levels of strategic planning - district, regional, national and European.

Table 4 Priority Areas, defined by the Municipal Development Plan

Priority areas in the MDP of Varna for the 2014-2020 period			
Priority Area 1: "Economic Growth" 4 Priorities, 8 Strategic Objectives and 32 measures	Priority area 2 : "Improving the quality of life" -5 priorities, 11 specific objectives and 49 measures	Priority area 3: "Integrated development on the territory" -3 priorities, 16 specific objectives and 69 measures	Priority area 4: "Cooperation" - 3 priorities, 6 specific targets and 18 measures

The Integrated Plan for Urban Regeneration and Development of Varna (Integriran plan za gradsko vazstanovyavane i razvitie - IPGVR) is a medium-term strategic document that aims to identify key strategic assets, potentials, and resources for the development of the city. The plan is determined to create an integrated planning basis for the city to regenerate key development areas and parts of its territory tailored to the needs and wishes of the local community.

The implementation of IPGVR is structured in a system of strategic objectives and projects, forwarded to three main areas of impact indirectly affecting distinct elements of walkability (useful, safe, comfortable, interesting). The main purpose of the development of the city's territory in the document is to build an integrated system consisting of separate but interconnected functional and spatial components. The main priority of the project is the utilization of the available strategic advantages on the territory of the city. Fundamental objectives of the project are to solve or at least to alleviate the most serious problems of the different functional and spatial subsystems included in the urbanized territory.

Although not directly, but as a comprehensive strategic document, IPGVR is committed to promote sustainable urban mobility and integrated urban transport in the impact areas. In the schedule of the implementation of IPGVR, are developed specific measures and projects

concerning directly pedestrian areas and revitalization of particular urban zones and areas in the city.

According to the Bulgarian legislation, Master Urban Plans are part of long-term strategic spatial plans. The last one in force for the territory of Varna Municipality was developed in 2007 and approved in 2012. It was made according to and taking into account the existing at that time laws and regulations and the impact of the socio-economic and infrastructure factors, specific for the centrally planned economy of the territory. An integral part of the Master Urban Plan are the rules and regulation for its implementation, approved at the same time as the plan.

The Master Plan is the basis for the overall construction of the territory of Varna Municipality. The provisions of the plan determine the functional zoning and the predominant function of the territories, the type, and function of the technical infrastructure and the protection of the environment and the zones of the cultural and historical heritage. The Master Urban Plan is obligatory in the further elaboration of detailed urban development plans.

The strategic purpose of the Master Urban Plan of Varna is to serve as a managing tool in the local spatial planning policy, for creating an optimal spatial and functional structure for the development, construction, and complexity of the city. In its analytical part, the plan analyzes parameters such as Modal split of territory, degree of motorization, state of communication and transportation system, including the pedestrian spaces, as well as other indicators such as green system, public service structure, etc. Apart from the analysis of the existing situation, the Master Plan deals with the hypotheses for the development of the surveyed indicators in short and long term periods. The Master Plan specifies: The general structure of the territory of the municipality of Varna, with the relevant rules and regulations; Requirements of the aesthetic and compositional zoning of the territory; Requirements of the development of a human - friendly environment, including those for people with disabilities; Output of the transit traffic; Significant improvements in communication and transport infrastructure; Improving the transport services in the city and the municipality by the public road transport.

3.2. Focused strategies and regulation in Varna

In addition to the current legislation in Bulgaria and complex strategies at the local level (described in the previous section), in Varna Municipality are available two main documents with a focus on walkability and active mobility forms: Strategy for development of pedestrian traffic and active forms of mobility in Varna and General Plan for organization of the traffic in Varna for 2018.

In recent years (since 2016) the development of urban mobility as active forms of mobility in Varna is due to the implementation of several projects of European programs at municipal, regional and national levels.

For the first time, within the European project "CityWalk - Towards Energy Responsible Places: Establishing walkable cities in the Danube Region", Varna Municipality developed a strategic document focused entirely on the pedestrian traffic and forms of active mobility: "Strategy for development of pedestrian traffic and active forms of mobility in Varna". The strategy generally aims at creating a sustainable pedestrian system to ensure safe mobility of Varna residents and visitors in a clean and healthy environment. The main goal of the strategy is to create a sustainable urban environment that provides the conditions for easy, safe and convenient pedestrian traffic and active forms of mobility in line with the needs of a modern, adequate, environmentally friendly, healthy and active life for all members of

society. The general objectives of the strategy should be achieved by establishing the main directions of the policies of the Municipality of Varna and offering guidance for initial actions implementing these policies. The Vision of the Strategy is Varna to become a city that is safer, more welcoming and more convenient for pedestrians and cyclists. The development of pedestrian traffic and active forms of mobility should predominate in urban traffic scheme and mobility so that more than 50% of residents will choose in the future not to use their private car for their daily journeys and especially for pedestrian-friendly routes and destinations. Any citizen should be able to access any facility in the city center within less than 20 minutes without using private motor means of transport, to reach their job places anywhere in the city or any cultural facility, or premises for leisure, entertainment or shopping within 45 minutes. The strategy sets 6 strategic and specific tasks (Figure 1) towards the reach of its main goal.

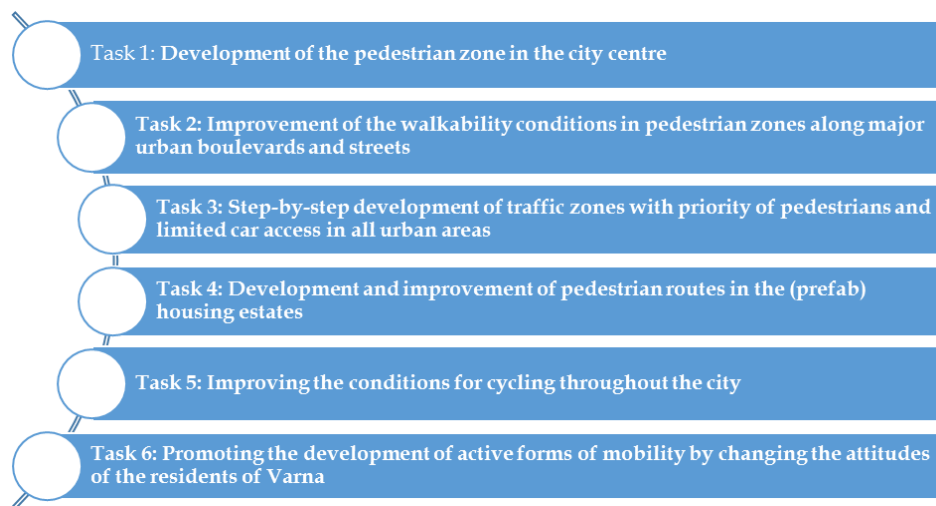


Fig. 1 Strategic and specific tasks, set by the "Strategy for development of pedestrian traffic and active forms of mobility in Varna"

According to the current legislation in Bulgaria and particularly according to Ordinance no. 1 of 17.01.2001 on the organization of road motorization, a General Plan for the Organization of the Movement of the Settlements is comprised of all communications-transport areas serving the traffic of road vehicles, vehicles of the regular public passenger transport, pedestrian and bicycle traffic and parking.

A master plan for the organization of traffic is made with a duration period of up to 5 years, based on established traffic regime schemes in the primary street network of the city. The plan for communication and transportation (adopted together with the MUP) is the basis for the development of the General Plan for Organization of the Traffic. In its scope and essence, the Plan develops primarily a traffic scheme for the various modes of motorized transport: cars, buses and freight cars. The pedestrian traffic and the other forms of active mobility (cycling) take part as the secondary and tertiary elements of the city's general traffic system. Based on the MUP, the General Plan develops further pedestrian and bicycle

movement schemes, such as hypotheses and vector strands, but there is no specificity about their implementation and realization.

At the local level, for the municipality of Varna, there are two ordinances focused on mobility: Ordinance for the Construction of a Publicly Accessible Environment in the city of Varna (Adopted 05/02/2003) and Ordinance for Organizing the Movement on the Territory of Varna Municipality (adopted 31/ 01/2018).

The Ordinance for the Construction of a Publicly Accessible Environment in Varna aims to define specific rules and regulations supplementing the terms and conditions for the construction of public spaces in the city of Varna in order to use the urban environment and the buildings of all population groups, including people with disabilities. In the framework of the survey, a review and comparison with the nationally applicable Ordinance № 4 of 01/07/2009 shows that there is a complete discrepancy between the two documents. The contradiction of the ordinances emerges from the fact that they were written in different years: the municipal one was adopted in 2003 and the national one - 2009. Although the local ordinance is still in force, it has not been updated since its adoption in 2003. According to the existing legal norms in Bulgaria at such cases, the higher-level regulation, namely the national one, is considered applicable.

In 2018, in connection with the implementation of a paid parking system for one of the central parts of Varna, an ordinance was adopted defining the rules, restrictions, and prohibitions related to the organization of the traffic and parking of road vehicles in the territory of the Municipality of Varna: Ordinance for Organizing the Movement of the Territory of Varna Municipality (31. 01.2018). The focus of the document is primarily on motorized vehicles, with forms of active mobility (pedestrians and cyclists) being dealt with within a single paragraph of several articles pertaining to their movement. The Ordinance aims to organize the way of traffic, whether pedestrian or automotive, without regulating norms or specific requirements in the construction of the communication transport system in the city.

4. CONCLUSIONS AND FURTHER WORK

In the process of studying the national legislative framework, connected to the problems of planning and design of the communication - transport systems, the way of movement in urban territories and the rights of pedestrians and cyclists, the authors did not find other related strategic and normative documents than those already reviewed in the paper. The World and European practice in the countries where the active mobility has a high modal split is the pedestrian and bicycle traffic to be governed by additional rules and regulations, which so far is missing in Bulgaria's policy framework.

The authors recognize the insufficient political understanding of the need of specific rules and regulations on a local level, as an essential problem for the unsatisfactory index of walkability calculated for Varna with the Walkability Index Calculator, which was developed as part of the CityWalk project. Evaluated as "Poorly walkable" Varna has obviously managed to make only minor progress in establishing the key conditions of sustainable urban mobility, despite participating in many programs funded by the EU. Raynovska (2019) observes the substantial task of modeling space together with its functional purpose but contrary to that a lot of the infrastructural settings for good

walkability are still absent in the city of Varna. At research, conducted by the local governance, for the needs of the team working out the first stage of the "Strategy for development of pedestrian traffic and active forms of mobility in Varna", the respondents determined the level of walkability in the city as poor. The good news is that the level of walkability in the city can be significantly strengthened using various carefully designed infrastructural improvements. Good pedestrian infrastructure in itself, however, is not sufficient; raising the awareness of residents of the benefits of walking is also necessary.

The low level of public participation (citizens and NGOs) in the process and realization of the EU projects in Bulgaria and particularly in Varna, is mainly due to the unwillingness of the local government to organize and conduct beneficial, non - formal, mandatory public debates (Slaev et al, 2019). As a result of the insufficient presence of the problem for active mobility in the public space and the low level of awareness of the interested persons, there is also some apathy on the side of the citizens about the subject. If, on the other hand, the contributions of local residents have not been integrated into the planning and decision - making process, that would result in a lack of public support and, even if planners and government, nationally or/and locally, have proposed useful solutions, they are less likely to be implemented (Kovachev et al, 2018). All this reflects in the incomplete and often poor design and builds of the projects for renovation and construction of new elements of cities' transportation system (sidewalks and walkways, pedestrian zones, bicycle lanes, etc.). To reverse and change the situation described above, an integrated transport policy framework is required, in which active transportation becomes the priority for the urban development of Bulgarian cities and Varna in particular.

Although in the context of the current topic we focus on the pedestrian movements, for it represents the largest percentage of active forms of transport, pedestrians do not exhaust the problem on a global scale. It was found that the regulatory framework in Bulgaria and locally does not adequately consider (with small exceptions), the other forms of active mobility and their place in the road traffic (Nozharova, Nikolov, 2018). During the last few years and to date the Municipality of Varna is a partner in several European projects, including the "CityWalk" project, that are focused on the problems of sustainable urban mobility. It is expected that this will result in the establishment of several focused strategic documents and norms and also detailed plans on the local level, aimed at the problems of pedestrians and other means of active transportation.

In additional studies should be addressed the following problems:

- possibilities for improvement of the existing Bulgarian legislation, regarding active transportation;
- other forms of active transportation and their connection with pedestrian and bicycle transport.

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POSTOJEĆI ZAKONSKI OKVIR PODRŠKE AKTIVNE MOBILNOSTI U BUGARSKOJ. STRATEGIJE I PROPISI U VARNI

Aktivna mobilnost, aktivno putovanje, aktivni transport i aktivni prevoz su sinonimi transporta ljudi koji koriste samo svoju fizičku aktivnost za potrebe kretanja. Najpoznatiji oblici aktivne pokretljivosti su hodanje i vožnja bicikla, iako su skejtbord, skuteri ili roleri također oblici aktivne pokretljivosti. Grad Varna je treći po veličini grad u Bugarskoj i najveći morski grad u zemlji. Na vrhuncu turističke sezoni, grad ima mnogo više uličnih problema nego obično. Čini se da je zagušenje svake godine sve veće i to utiče na aktivni transport. Kao rezultat dominancije individualnih automobila u našem svakodnevnom životu, čini se da se zanemaruju aktivni oblici transporta. Da bi se ovaj trend promenio, potrebna je integrisana transportna politika sa pešacima u njenom fokusu. Jedna od veoma važnih komponenti za podršku aktivne mobilnosti je politički okvir. On treba da garantuje da svi oblici aktivne mobilnosti imaju svoje pravo da koriste ulice i da nisu zanemareni u procesu planiranja. Sadašnja studija ima za cilj da analizira postojeće relevantne nacionalne i lokalne (za grad Varnu) propise koji se odnose na pešačenje i biciklizam i da oceni stepen političke podrške kako bi se poštovala njihova prava i potrebe. Studija se bavi postojanjem relevantnih politika i načinom njihovog sprovođenja. Prikupljeni podaci o regulatornom okviru ocenjuju se metodom analize sadržaja.

Ključne reči: *aktivna mobilnost, prava pešaka i biciklista, politički okvir*