

Peer review of City of Bremen



Peer Review of the progress towards sustainable urban transport
City of Bremen
18 - 21 April 2006



A Sustainable Urban Transport Plan?

- The European Commission recommend and member states support the preparation by cities of "*Sustainable Urban Transport Plans*" (SUTPs)
- SUTPs are the key tool to manage and help to provide solutions to urban transport problems
- The policy objectives are presented in the document COM(2005)718 final, 11.1.2006 on "*Thematic Strategy on the Urban Environment*"

A Sustainable Urban Transport Plan?

- European experts have helped to develop
 - the model of a SUTP
 - the process of preparing the plan, and
 - the policies it should include
- The European Commission is looking to the 12 BUSTRIP cities to be the first to prepare and implement SUTPs and to share their experiences and learning
- Over the next two years each of the 12 cities will start this work by looking at its own progress and describe the situation in a *“self assessment report”*.

Bremen - already underway!

- Bremen has looked at its own progress and shared this with us in a *“self assessment report”*.
- An expert team, including representatives from other BUSTRIP cities, has carried out a peer review of the City of Bremen over the last week.
- The goal has been to provide friendly, independent and constructive criticism in support of the Bremen self assessment report.
- Today the Peer Review Team - using the SUTP headlines - presents their findings
- A full report will be available in about a month.

The Team

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Mrs. Mara Zeltina, City of Liepaja, Latvia

- has made a desk review of the Bremen self assessment report before arriving
- has met and discussed your progress, your concerns and your issues
- has met with business leaders, researchers and stakeholders
- has tried out your public transport system and explored your city

... and the team members want to come back to see more!

What were we looking for?

A Transport System that:

- Allows the basic access and development needs of individuals, companies and societies to be met safely and in a manner consistent with human and ecosystem health, and promotes equity within and between successive generations;
- Is affordable, operates fairly and efficiently, offers a choice of transport modes and supports a competitive economy as well as balanced regional development;
- Limits emissions and waste within the planets ability to absorb them, uses renewable resources at or below their rates of generation, and, uses non renewable resources at or below the rates of development of renewable substitutes while minimising the impact on the use of land and the generation of noise.

EU transport council 2001:

<http://europa.eu.int/comm/environment/trans/index.htm>

Does the city ...

Have a sustainable transport plan that is integrated with an overall sustainable development strategy that deals with:

The movement of goods and people in a more sustainable way, and therefore comprehensively is addressing

- *public and private passenger transport,*
- *motorised and non motorised transport,*
- *moving and parked vehicles as well as*
- *freight transport and logistics*

Or in other words, does the city ...

- Understand and effectively manage the implications of transport arising from **all** development in the city and in the region
- Efficiently manage the infrastructure to achieve economic growth whilst restricting transport growth
- Implement the principle of the polluter pays and ensure that users of transport infrastructure pay the actual and external (environmental and social) costs

We found ...

- All stakeholders have adopted a good understanding of the general principles of a SUTP
- An integrative transport concept is applied (IVP)
 - Guides the urban and infrastructure development plans
- Supporting plans are developed in order to strengthen the general ideas (e.g. AQMP, PT)

However ...

- Bremen and neighbouring municipalities should develop a common infrastructure policy
 - A prerequisite for a successful implementation of a SUTP
- Procedures for regional co-operation (states, municipalities) should be formalised and strengthened
- The problem of transport growth vs. economic growth (decoupling) must be further addressed
 - Stakeholders should agree on a common understanding of the concept sustainable development
- The strategic objectives are not always transferred into concrete goals
 - E.g. regarding modal split, congestion, and safety

Does the city.....

Reduce the need for transport

- Provide door to door access choices across the city
- Promote a compact city with an efficient use of land and space
- Strengthen the use of information and communication technologies
- Promote behavioural changes

We found ...

- Excellent intermodal and well integrated passenger transport services in place
 - PT, Car-sharing, Mobilpunkt, P&R, B&R, ...
- A forerunner on the European scene
 - Often challenging regulations when testing new and innovative approaches

We found ...

- There is a goal to develop compact poly-centralised structure of the city
 - Filling existing gaps within the city (avoiding sprawl)
 - New housing districts are built outside the city centre close to PT network
- Advanced use of ICT in public transport
 - Well functioning real-time information system
 - Electronic ticketing is widely used
 - ...

However ...

- High level of commuters by car
 - An effect of urban sprawl
- A focus on commuters to change travel behaviour is necessary
 - Alternatives must be made available and visible
- Consolidation of retail/wholesale activities is not fully developed
 - The Freight Village operations could be further extended
 - Existing dedicated consolidation centres for express goods, etc. should be integrated

However ...

- The trend is that new companies are established in the periphery
 - Conditions for the use of other transport means than private cars must be improved
 - Authorities should be more strict on rules for establishment
 - Authorities should promote new establishments near PT

Does the city ...

Manage transport by

- Reducing congestion
- Enhancing modal shift and inter-modality
- Providing easy to understand traveller information
- Optimising the use of infrastructure
- Using financial incentives and taxes
- Using intelligent transport and management systems

We found ...

- The highway extension to the Freight Village will bring truck traffic outside the hotspots for air quality
- Promotes and gives priority to PT, cycling and walking
 - Space made available, extension of tram lines, etc.
 - Traffic signal priority given to PT
- Traveller information services are well developed
 - Multiple channels are used

We found ...

- Existing infrastructure will be used for multiple purposes
 - Tram tracks will be used for goods transport during night hours
 - Highly underused railway tracks will be used for new tram line development
- Innovative pricing strategies are used for PT
 - To stimulate non-frequent travellers to use PT
- Integrated parking policy (for bikes as well as cars)

However ...

- A reluctance to use restrictive measures has been noticed
 - A combination of incentives and restrictions should be considered
 - The administration should look into road pricing systems to be well prepared for future demands on congestion
 - Does the existing parking policy stimulate the use of environmentally friendly transport modes?

However ...

- The tender process for PT operators should be further developed
 - E.g. to stimulate the introduction of environmentally friendly vehicles
- The Regional PT Authority (ZVBN) should be more active in PT strategy development
 - Not a regular task for the PT operator level

Does the city ...

Provide a clean and fair transport system

- With clean and energy efficient vehicles
- That meets the needs of all social groups
- That improves the quality and condition of the city's environment and contributes to reducing the impact of the city on the global environment
- That is improving road safety and security

We found ...

- Pilot actions for CNG are promoted
- Good access to PT
 - Priceworthy for all user groups
 - Good coverage of the city
 - Low floor entrance trams
- The transport mode by bicycle is well supported
- Different traffic modes are mixed in the inner city
 - E.g. car drivers have to adapt their speed

However ...

- No use of renewable fuels in PT operations
 - The bus fleet in use is rather old and the engines should have a better emission standard
- Traffic safety should be given higher priority
 - Accident and incident reporting is not standardised and monitored in an efficient way
- A environmental zone should be introduced for the whole inner city area
- Accessibility analyses for both goods and people should be introduced
 - E.g. GIS toolbox techniques could address the needs of special groups

Questions?

- Did we miss anything?
- Did we get anything wrong?

What next ...

- For us in the Peer Review Team
 - Write up our assessment as a report which will be with you in about a month
- For you
 - Comment and correct our report
 - Start your work on preparing a Sustainable Urban Transport Plan!

Thank you for your hospitality and support and we look forward to our partnership in the future.