

SUTP summary - Pärnu

Transportation development plan of the city of Pärnu for the years 2008-2015, is the first strategic document meant for development of the city transportation system as a whole. There must be a general transportation policy that is incorporating different transportation modes, development of infrastructure as well as impacts of transportation to surrounding environment to assure a sustainable, effective and accessible transportation system in the city of Pärnu. Development of such kind of policy is the primary aim of this Transportation Plan.

Sustainability means foremost that economical, social and environmental ambitions are balanced and measures set by this development plan must not distract economical development or social equality as the measures are meant as additional tools achieving those goals.

This Plan sets directions and principles for development of transportation sector and helps to cope with its problem areas. This is done through:

- Dealing with issues more broadly and together with related sectors that are affecting transportation system- land use planning, social issues, economical development, sustainability
- Setting best measures that will help to gain the targets stated in Transportation Development Plan
- Determining concrete indicators and preparing action plan that would form the bases for investment proposals from city budget for the next 3 years.

During preparation of the development plan, influencing factors, current situation but also possible future development trends have been considered.

The plan was prepared by the Pärnu city government in the framework of European Union project BUSTRIP¹. Stratum Ltd (specialists Kristiina Abel, Dago Antov and Imre Antso) was involved as consultant-company. Several stakeholders have been invited to participate in public seminars and discussions. In the end the content of the Plan was discussed in several committees and also in one public meeting, people had the possibility to make their proposals also via e-mails. This open planning process will help to come to a common agreement and disseminate the targets and actions needed for development of sustainable transportation system.

Transportation Development Plan has seven chapters. In the introductory chapter the main aim of the plan is presented and also the process of preparation of the plan is described. To avoid contradictions with existing development documents of different level, national, regional and local development targets connected with transportation planning in the city of Pärnu, have been stated to assure horizontal as well as vertical connectivity between those and this document. In third chapter short overview of factors influencing city's transportation development have been discussed. Those factors are: location and settlement, people and the location of their employment and educational institutions, economical development.

Overview of the current situation of transportation system is divided into subchapters: existing infrastructure, traffic and impacts of transportation, public transportation, walking and cycling, travelling habits of local citizens and traffic safety in the city.

¹ Baltic Urban Sustainable Transport Implementation and Planning, www.bustrip-project.net

We have selected five key fields through which the transportation system could be developed in more sustainable direction: land use planning and transportation policy, public transportation, walking and cycling, development of roads and streets but also traffic safety and sustainability.

Sixth chapter is the action plan for the next three years where concrete actions and responsibilities are set to achieve set targets.

The last chapter is about how to put the plan into practice and indicators for monitoring its effectiveness.

Those aforementioned five fields developed with the measures and actions stated in this development plan towards strategic targets, will help to gain the long-term transportation vision for the year 2015:

Pärnu has a human-friendly and sustainable transportation system that will assure necessary travel possibilities with the least costs to environment!

With development of transportation system of the city of Pärnu, the city wishes to achieve optimal traffic system that is characterized by shorter travel distances and travel times for all road users. The general share of public transport, walking and cycling from all trips made, will rise as development of sustainable modes of transport is based on the real needs of inhabitants and also the comfort of their usage is being raised. Special attention is paid to moving possibilities of people with special needs. The raising popularity of alternative modes to private cars will contribute to decrease of the negative impacts of transportation in the form of raising environmental quality as well as decreasing human casualties caused by the traffic accidents.

Targets and measures:

1. LAND-USE AND TRANSPORTATION POLICY

Reduced need for private transportation usage with the integrated planning of transportation and land use.

Measure 1.1: Development of compact city structure

Measure 1.2: Creation of comprehensive and effective transportation system

Measure 1.3: Favours sustainable modes with traffic regulation measures

2. PUBLIC TRANSPORTATION

Public transportation system that will assure necessary moving possibilities

Measure 2.1: Raising the effectiveness and competitiveness of public transport

Measure 2.2: Better accessibility to public transport information and improved imago

Measure 2.3: Development of European-wide public transportation solutions

3. WALKING AND CYCLING

Development of Walking and cycling according to the needs of inhabitants

Measure 3.1: Development of road network for cycling and walking that is safe and covering the whole city

Measure 3.2: Raising awareness of local inhabitants about cycling and walking

4. TRAFFIC SAFETY AND SUSTAINABILITY

Reduced environmental impacts and safe traffic environment

Measure 4.1: Making traffic environment safer

Measure 4.2: Improving the effectiveness of traffic education

Measure 4.3: Conducting air quality and noise monitoring

5. ROADS AND STREETS

Road and street network that will satisfy local inhabitants as well as guests of the city

Measure 5.1: Creating new roads and streets

Measure 5.2: Reconstructing existing streets

Measure 5.3: Reconstruction and building bridges

To assure sustainable transportation system the negative impact to environment must decrease. For that, the need for transportation must be managed in sustainable way as well as travel habits must change in some extent. This must be done keeping in mind that the quality of life must not suffer and there must be possibilities to get to destinations quickly and comfortably and choices for transportation modes must exist based on the interest of all inhabitants.

The development plan is enforced by the city government. This is done in co-operation with all relevant stakeholders in the city: city council, regional government, regional local authorities, entrepreneurs, research and science institutions, NGO-s and citizens.

As this is not a static document at least once a year effectiveness of planned actions is evaluated and according to this if necessary targets, measures or planned actions would be changed. This evaluation is based on fixed indicators stated in the Plan.