

Summary

The Transport Development Plan 2008-2013 of the City of Tartu is the strategic document of the field of transportation. Its main goal is to define the city's main areas of development of transport planning for the next six years.

First and foremost, the Transport Development Plan 2008-2013 of the City of Tartu is a practical tool for the City Government, because it helps to define budgetary positions and simplify the annual process of the city's budgetary proceedings (to specify the cost structure of the city budget).

Preparation of the Development Plan began on 28 November 2006 by Order No. 1760 of the Tartu City Government.

OÜ Liiklusbüroo and Inseneribüroo Stratum were elected to be the consultants in preparing the Transport Development Plan of the City of Tartu and the preparations were led by the Department of Communal Services of the Tartu City Government. The City Council appointed a steering group of the Development Plan, headed by Margus Hanson, a Deputy Mayor of Tartu. In addition to officials of the City Government representatives from the County Government, neighbouring rural municipalities, the Southern Police Prefecture, the Road Administration, AS Edelaraudtee, the University of Tartu, the Tallinn University of Technology, the Estonian University of Life Sciences, the Environmental Service of Tartu County, the Estonian Green Movement and other organisations closely related to the field of transport were involved in the discussions of work groups.

For the purpose of ensuring better quality and relevance a survey titled "Transport in Tartu in 2007" was carried out, investigating the movement of the people of Tartu based on the means of transport, time as well as the main routes. The data was compared with that of previous surveys. As for car transport the basis for preparation of the work was annual traffic counts, on the basis of which the required modelling was prepared.

Upon preparation of the Development Plan, the changes in the division of the modes of movement over the years were compared based on previous surveys and counts. On the basis thereof the possible changes during the Development Plan term as well as in the long run were forecast.

As for the division of the modes of movement, the decrease of the use of public transport must be stopped and the prerequisites for an increase in the number of people moving on foot and by bike must be established. Establishment of such a goal ensures the development of the transport scheme in such a manner that we can avoid excessive automobilisation, create good prerequisites for satisfying the needs of the largest group of road users, i.e. the pedestrians, and also ensure the use of the means of public transport by a higher number of people.

Traffic modelling forecasts in the street network of Tartu in 2013 were made and the key indicators characterising traffic, i.e. average mileage, time spent and connection speed, were modelled as well. After analysing three development scenarios (first, "continuing without major changes" or in other words "business as usual"; second, "the required minimum"; third, "realistic growth scenario") the following result was reached:

The vision of the Development Plan: Tartu is a city for all road users where traffic is safe and runs smoothly.

To realise the vision and specify the priorities it will be focused on six key areas:

- + planning;
- + traffic management;
- + development of alternatives to automobile transport;
- + infrastructure;
- + environmental protection;
- + traffic safety.

Strategic goals have been established and the desirable situation and the required activities have been pointed out with regard to each and every area.

In addition to the fields of activity this Development Plan also contains a more detailed implementation plan along with budgetary funds until 2013 (Annex 2). The indicators describing movement towards the goals have been defined in cooperation with the members of the work groups, relying mainly on the results of the survey of transport in Tartu in 2007. A more detailed division of the areas has been given along with specific measures characterised by the indicators in order to allow for monitoring the implementation of the Development Plan. A strategic environmental impact assessment of the Development Plan has been carried out and its main conclusion is that the Transport Development Plan 2008-2013 of the City of Tartu and its implementation plan has been drawn up by following the principles of sustainable development.

An expert has pointed out a number of measures whose application alleviates the environmental impact upon implementation of the Development Plan.

The Transport Development Plan was prepared following the methodology of the Sustainable Urban Transport Plan devised by the BUSTRIP project in cooperation with the European Commission. The preparation of the Development Plan was partially supported by the European Union.