

# Peer review of city of Gdynia



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# A Sustainable Urban Transport Plan?

- The European Commission recommended and member states support the preparation by Cities of "*Sustainable Urban Transport Plans*" (SUTP's) as the key tool to manage urban transport problems and help to provide solutions to urban transport problems. (See the "*Thematic Strategy for the Urban Environment*")
- The European Commission is looking to the 12 Bustrip cities to be the first to prepare and implement SUTP's and to share their experiences and learning.
- European experts have helped to develop the model of a SUTP - the process of preparing the plan and the policies it should include - now lets see if it works!



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City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# Gdynia - already ahead!

- Over the next two years each of the 12 cities will prepare and start to implement their SUTP.
- Already you have looked at your own progress and shared this with us - your *“self assessment report”*.
- An expert team, including representatives from other Bustrip cities has carried out a peer review of your city over the last week to provide friendly independent constructive criticism in support of your SUTP headline findings today - report in a month or so.



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# The Team

Mrs. Maria Lindholm - Chalmers University of Technology, Goteborg Sweden

Mrs. Jaana Makinen - City of Turku Finland

Mr. Mindaugas Kucinovas - City of Kaunas Lithuania

Mr. James McGeever - City of Kaunas Lithuania

Mr. Taavi Pirnipuu - City of Tartu Estonia

Mr. Michael Koucky - Union of Baltic Cities - Transport Commission

Mr. Allen Creedy - Union of Baltic Cities - Environment Commission

Has carried out a desk review of your self assessment report before they arrived - great report and many thanks!

Has met and discussed your progress, your concerns and your issues

Has met with, business leaders, the general public and stakeholders

Has tried out your public transport system and explored your city - and we want to come back to see more!



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# 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 mode and supports an 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>



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# We found.....

An administration that ;

- Is financially prudent, efficient in securing external grants towards its investments, and is very popular with businesses and residents - **but doesn't promote its achievements!**
- Is committed to delivering an efficient public transport system that meets the needs of business and residents - **but may need new ideas and partnerships if it is to meet its investment targets and expectations of residents and business**
- Recognises the need to balance economic and transport growth with environmental protection - **but needs to look again at the long term transport and environmental impact of future economic growth policies,**
- Sympathetic to the pressure from residents for greater mobility through personal car use - **but needs to recognise and control the damage this is causing**
- Understands the importance of effective transport and development policy coordination between politicians, officers and stakeholders but **needs to redouble its efforts to improve this work, both internally and between municipalities in the region**



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# What were we looking for .....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, Comprehensively addressing public and private transport, Motorised and non motorized transport, moving and parked vehicles and well as freight transport and logistics”.*



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City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# We found.....

A strategic plan with a clear allocation of roles and responsibilities, with a policy content that recognises the centrality of sustainable transport for the future prosperity of the city - reflects the pride that residents have in their city.

A recently approved Public Transport Plan (2004-2013) and a willingness to prepare a SUTP and in so doing to learn and adapt existing transport programmes



However:

- The relationship between the strategic plan and the many transport plans is unclear.
- There are many transport related 'strategies, plans and programmes' each with differing time frames, themes and geographical focus with no obvious overall coordination or interrelationship.
- With the exception of the port, plans do not include comprehensive policies for the management of freight transport and logistics.
- The contribution of walking and cycling to delivering sustainable transport is not always reflected in the policies, plans, strategies and allocation of finances of the city.
- The ambitions in the transport plans do not seem to match the known available resources
- There does not seem to be sufficient human resources to deliver the policies and programmes nor for the necessary joint working and co-operation between departments



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# 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



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# We found.....

- There are high levels of public satisfaction with the Public Transport system resulting from high and effective investments in new trolley buses and depots and innovative supermarket sponsored routes.
- The Investment priorities for transport infrastructure generally support the principle of sustainable transport  
e.g their ambition to reconstruct existing roads in order to increase capacity and improve safety rather than building new roads.



However

- Further significant investments will be required to meet public wishes and to deliver effective integration of Public transport in the Tri city area (services, tickets, modes of Public Transport, information etc.)
- Night services need to be integrated (suburban train with buses etc.)
- Slightly surprised at the low level of importance given to prioritizing Public Transport in traffic in order to increase speed.
- Unclear if there is political acceptance of the fundamental challenge to increase economic growth but to restrict transport growth.



However :

- Little evidence that economic and transport policies are integrated to deliver sustainable transport.
- Little evidence of coordinated policy making between Gdynia and Gdansk ports to contribute to sustainable transport in the sub region and nationally
- As cycling seems to be considered a recreational pursuit and not as a mode of transport, the potential contribution to improving human health and the environment are being missed. Investment in cycling seems to be the '*poor relation*' in the infrastructure family!



# 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



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# We found.....

- The Spatial Planning System policies support the principle of a compact city through the effective redevelopment of 'brownfield' land
- You recognise the contribution that must be made by "park and ride" systems to deliver sustainable transport solutions



However

- The principle of reducing the need for transport is difficult to achieve when the city does not always have a full understanding of the transport impacts of new residential, leisure and commercial developments - and is often 'fire fighting' when dealing with their impacts.
- Great deal of effort will be required to persuade residents to reduce their use of private transport / support and use park and ride, and this will require significant investment in new infrastructure, marketing, soft measures and improved traveller information
- There is no collaboration in the region that effectively reconciles the competition between municipalities for development, and this is producing unsustainable patterns of development, and transport and infrastructure use.
- There seems to be reluctance to be proactive in managing the transport growth from new developments through research and adopting new financial and legal instruments
- Transparent and universally adopted standards for car parking and open space in new developments would assist in reducing the need for transport.

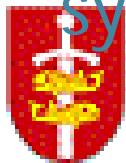


Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# Does the city.....

- Reduce congestion
- Enhance modal shift and inter-modality
- Provide easy to understand traveller information
- Optimise the use of infrastructure
- Use financial incentives and taxes
- Promote behavioural change
- Optimise freight and logistics
- Use intelligent transport and management systems



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# We found.....

- Good existing public transport system (extensive network, modern vehicles, demand-orientated routes, popular) providing good access to the city by all means of transport
- Plans to control car traffic by parking management
- Good rail infrastructure in the port has the potential to shift high proportion of road freight traffic to rail.



However,

- Additional co-ordinated and significant investment will be needed in rail freight handling if it is to compete equally with road freight transport and realise its potential to deliver sustainable freight and logistics.
- Although investment in a cycle network has started, it has no obvious political champion, is very fragmented, has little promotion and has few facilities.
- Unclear if there is sufficient resources to effectively reduce the impacts of increasing car use.
- Lack of good sustainable transport links to the airport, as well as traveller information on airport connections will limit the attractiveness of the city for visitors and tourists.
- Greater commitment, more resources and financial incentives will be required to change the mobility behaviour of residents



# 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



Peer Review of the progress towards sustainable urban transport  
City of Gdynia  
3<sup>rd</sup> - 7<sup>th</sup> April 2006



# We found.....

Regular surveys and consultations with residents to help develop a fair system, and a strong desire to understand public views and needs for the transport system.

Admirable political commitment to accept economic costs associated with improved environmental performance of investment in sustainable transport infrastructure (e.g. trolley buses)



However:

- Need to be more creative in finding solutions that will allow investment in transport infrastructure to be coordinated and scheduled with the development of new residential areas. e.g. there should **usually** be a contract between the city and private investor that includes an obligation to contribute to public infrastructure for the area.
- There seem to be few contract or performance incentives for private bus operators to use low emission and alternative-fuel vehicles or to operate in ways that will support the ambitions of the city - e.g. old and polluting buses are still used for night routes
- The impact of the growing numbers of cars and heavy vehicles in the city centre on air quality, pollution, and noise does not seem to be fully understood or recognized as an important issue. There seems to be no effort to manage or control the impact of the increasingly high proportion of old and polluting cars. There seem to be few, if any incentives or encouragement for residents to use low emission and clean vehicles.



# Questions?

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



# What next.....

- For us:

Write up our assessment as a report which will be with you in a month's time

- For you:

Comment and correct our report

Start your work on preparing the first Sustainable Urban Transport Plan in Europe!



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



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3<sup>rd</sup> - 7<sup>th</sup> April 2006

