

Sustainable urban transport Vilnius



Peer Review of the progress towards sustainable urban transport
City of Vilnius
17rd - 21st July 2006



A Sustainable Urban Transport Plan?

- The European Commission recommended and member states supported the preparation by Cities of "*Sustainable Urban Transport Plans*" (SUTP's) as the key tool to managing urban transport and helping to provide solutions to urban transport problems. (See the "*Thematic Strategy for the Urban Environment*")
- The European Commission expects the 12 Bustrip cities to be the first to prepare and implement SUTP's and to share their experiences and learning.
- The European *benchmark* or *ideal* for sustainable urban transport challenges existing policies in all cities, but especially cities in new member states



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The Team

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The way forward.....

- Already you have looked at your own progress and shared this with us in your *“self assessment report”*.
- This week representatives from other Bustrip cities have carried out a peer review of your progress to provide friendly independent constructive criticism in support of your SUTP.
- Today - our *“headlines”* - *the key issues for you to consider*.
- Beginning of September - *full report* including *recommendation for actions*



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What were we looking for?

..do you have a sustainable transport plan that is integrated with an overall sustainable development strategy that considers:

“ 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”.



European transport council 2001

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We found.....

- A strategic plan that that is delivering a prosperous city and includes a vision for sustainable transport
- An administration that is making great progress in remodelling and transforming an urban structure that was not designed for sustainable urban transport, through significant investments and a switch to multifunctional land use planning and one that is.....
- committed to delivering a modern efficient public transport system meeting the needs of business, visitors and residents



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However:

- The relationship between the strategic plan and the many transport strategies, plans, action programmes and initiatives' is unclear and there seems to be **no overall coordination**.
- The high and often long term ambitions for sustainable transport now need to be translated into day to day operational targets understood and owned by partners, stakeholders and staff.
- There do not seem to be sufficient human resources allocated to deliver the ambitions, or for the necessary co-operation between departments, businesses and stakeholders.
- Staff need to be supported to use and improve their skills and knowledge of best practice in sustainable urban transport



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Does the city.....

- Understand and effectively manage the implications of transport arising from **all** developments 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



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We found.....

- An administration that is committed to introducing intelligent traffic management systems to efficiently use the road infrastructure.
- A restrictive national framework of standards and laws that is frustrating the city's wish to adopt innovative and progressive new sustainable urban transport policies



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However

- Traffic, health and environmental assessment systems (TIA's, HIA's, EIA's) are **not used consistently** to understand the impacts of proposed development and to then design sustainable transport solutions, compensation or mitigation
- Existing road and rail infrastructure capacity is not being optimised before significant investments are being made in new road infrastructure
- The design standards used for investments in new infrastructure do not use best practise from other member states - e.g safety standards, junction & crossings, pedestrian lighting controls etc.
- Significant urgent additional investment is needed in public transport to deliver integrated services for and tickets, inter-modality, improved traveller information etc. to maintain market share
- Little practical evidence of successes in restricting damaging transport growth or to implementing the polluter pays principle



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Does the city.....

Reduce the need for transport:

- Providing door to door access choices across the city
- Promoting a compact city with an efficient use of land and space
- Using of information & communication technologies



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We found.....

Plans and strategies that generally support the principles of a compact city through the redevelopment of 'brownfield' land and multifunctional land use

Proposals for the development of the tram system will improve the door to door access choices across much of the city



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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.
- More resources are needed for campaigns, incentives and soft measures to change attitudes and persuade residents to reduce their use of private car transport.
Sustainable transport must be seen as cool and sexy!
- Design standards for car parking stimulate car use and work against 'compact city' and sustainable development principles



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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



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We found.....

- Plans to control car traffic by parking management and guidance system
- High profile campaigns to change attitudes and behaviour
- Planned tram will initiate new strategic approach providing a modern integrated intermodal transport system.
- Innovative new ticketing system planned jointly with other Lithuanian cities



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However,

- Recent investments in new public transport will need to continue to replace the remaining outdated, unpopular and polluting vehicles
- Safe short routes are not protected in the spatial development of the city
- Success in conserving and promoting the old town will not be achieved until there is more effective control of vehicle access and parking
- Enforcement of parking and speeding regulations needs more resources to be an effective part of the overall transport management strategy



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Investment and promotion of the cycle network

- has started
- but it has no obvious political champion
- is very fragmented
- so far has few resources.



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, contributing to reducing the impact of the city on the global environment
- That is improving road safety and security



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We found.....

- A strong desire to understand the public views and needs through regular consultations with residents in the districts helps to understand and develop a fair transport system.
- A significant investment programme to replace old unattractive buses/trolleybuses with environmentally friendly & accessible vehicles
- A programme for adapting infrastructure to meet needs of people with disabilities and improve safety
- Political commitment to accept additional economic costs associated with ecological transport solutions (e.g. trolley buses, trams, underground car parking)



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However



- The significant impact of the rapidly growing number of cars on air quality, pollution, and noise is not fully understood nor is it accepted as an important policy issue requiring urgent action - efforts to control growing numbers of old and polluting cars need to be redoubled.
- The administration provides few incentives and insufficient encouragement for employees, other employers or residents to use low emission and clean vehicles.



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Preserving human life must be the over-riding principle used in designing and managing of your road infrastructure



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Questions?

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



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What next.....

- For us:

Write up our assessment as a report - with you in two month's time

- For you:

Comment and correct our report

Continue to work on adapting your existing plans to be the first European capital with a Sustainable Urban Transport Plan



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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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