From a Public Transport Master Plan to a Sustainable Urban Mobility Plan – the case of Poland’s cities

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1st EUROPEAN CONFERENCE ON SUSTAINABLE MOBILITY PLANS
Planning for liveable city
Sopot 12-13 June 2014
Plan

• History
• Present situation
• Perspectives
• Conclusions
History – Krakow 1993

The first case of plan/strategy with **sustainable mobility** ideas

Transport Policy adopted 8.01.1993:

- Creating conditions for efficient, economic, safe and environmentally friendly transport of people and goods
- 3 zones: A, B and C with varying access for cars and public transport
- Priorities for public transport (PT)
- Amended 4.07.2007
STRATEGY OF SUSTAINABLE DEVELOPMENT

1. **Concentration of jobs and services in the center** and areas well serviced by mass transit, especially by rail-based transportation; this principle applied to high density residential areas

2. **Stimulation of mixing functions** (residential, work, services, recreation) in order to limit the need to travel longer distances, and making possible to reach destination on foot or by bicycle.

3. Taking into account the **needs of pedestrian and bicycle traffic**

4. **Parking standards**: minimal (for Zones II and III) and acceptable (Zone I), “Park and Ride” system

5. **Coordination** of the development of economic, spatial, and transport systems in the metropolitan area.

6. Restricting the negative impact of transport on the **natural environment** and on the living conditions of inhabitants

Among other: the creation of a **system of fees for use on selected roads** (e.g. bridge crossing, and/or access to the central area); **electronic fee collection** system for use of roads and parking areas
History – Warsaw 2009-2015

THE TRANSPORTATION SYSTEM OF WARSAW: SUSTAINABLE DEVELOPMENT STRATEGY up to the year 2015 and successive years, including the SUSTAINABLE DEVELOPMENT PLAN FOR WARSAW’S PUBLIC TRANSPORT SYSTEM

Adopted July 9, 2009

Continuation of directions defined in Transport Policy 1995 with more emphasis on various aspects of sustainable mobility and detail actions, such as diversification of treatment of car, public transport, pedestrians and cyclists in zone I, which was divided into 4 subzones.

Transport Plan in the final stage of preparation
History – Warsaw

POLITYKA TRANSPORTOWA
Dla Miasta Stołecznego Warszawy

TRANSPORTATION POLICY
For the Capital City of Warsaw

Biuro Zarządu Miasta Stołecznego Warszawy

00-251 Warszawa, ul. Miodowa 6/8
tel. 26 35 17, fax. 635 29 25

Warszawa, 27 listopada 1995

CAPITAL CITY OF WARSAW

THE TRANSPORTATION SYSTEM OF WARSAW:
SUSTAINABLE DEVELOPMENT STRATEGY
up to the year 2015 and successive years

SYNTHESIS

WARSAW 2010
History - Gdynia

Gdynia - Transport Policy (based on strategy of sustainable development of the city) adopted by the City Council 25.02.1998.

Conditions of implementation:
• education of citizens
• encourage environmentally friendly transport behavior


Modal split in large cities
• very high growth of car ownership
• share of public transport in non-pedestrian trips decreasing but still high – over 50%
Transport Plan

REGULATION (EC) No 1370/2007

Poland - Public Collective/Mass Transport Act (16 Dec. 2010) – obligation of approving Plans of Sustainable Public Transport (called Transport Plan) for the state, regions, local units

Content of TP:

• Network of Public Transport; public service obligation, contracted operators
• Traffic forecasts
• Financing
• Preferences in choice of transport means
• Organization of market
• Standards of services
• Information system
Transport Plan

Obligatory for cities of over 50000 inh. and groups of cities/communes over 80000 inh., districts – over 80000 and 120000 inh.

Local plans – deadline 1 March 2014.

If not approved – limited options to contract operators

No. of cities/communes obliged to adopt TP - over 150

Limited potential of qualified/experienced consulting companies

Great role of the Chamber of Urban Transport (IGKM) and advisers such as Prof. O. Wyszomirski and his team

Support – Guidelines 2011 (IGKM 2011) and other, conferences, seminars
Transport Plan - support

Sustainable Public Transport Plan for Communes and Association of Communes - Guidelines
Authors: K.Grzelec, O.Wyszomirski

Public Transport Questions and Answers 100 Q@A
Authors: P.Mikiel, M.Rozkosz
Transport Plan - comments

Critical comments from practitioners dealing with organizing and managing public transport and from local government representatives, e.g. limiting the scope of Transport Plan to public collective/mass transport*)

Consequence: in majority of plans analysis of present and future travel demand have not covered travels served by legally operating carriers. In many cases they play a significant role, especially in serving suburban areas.

*) PT Act – two categories of passenger transport: (i) public (public service obligation, service provider – contracted operator) and (ii) service provided by not-contracted operator/carrier (service provision on a given route after registration)
Transport Plans – present situation

**Krakow** – city and selected surrounding communes - approved 28.08.2013

**Poznan.** City and district. Plan for PT organized by the City, but considers conditions for the whole agglomeration. Plan preparation co-financed by the EU funds. Public consultations: 4 phases!!! (1) opinion and suggestions of residents, (2) presentation of results of surveys, (3) proposals of the network, (4) detailed plan. Approved 18.03.2014


Large number of plans for small and medium size cities

**Lessons** from the first plans: good and bad cases, varying content, limited to contracted operators, few cases of agreements between the city and surrounding communes, many cities delayed
Preparations for 2014-2020

Visible impact of EC decisions/actions, e.g.:
• SUMP initiatives: completed and current projects, COM(2013) 913,
• Integrated Territorial Investments (ITI)

Urban Transport in National Policy
• Transport in the National Program of the Development of Low-emission Economy: transport - 74 of 350 actions – transport intensity, modal split, technology
• Draft of National Urban Policy - Ministry of Infrastructure and Development, March 2014
• Ministry of Infrastructure and Development – support for local governments, e.g. Guidelines - Shaping Street Space in City Centers. December 2013
Guidelines – Shaping Street Space ... - 2013

Nantes, France

Warsaw, Poland
Ministry of Infrastructure and Development March 2014

Consultation:
2nd phase – 3 conferences completed
3rd phase – public – start July 2014

Transport and urban mobility – one of 10 main areas

Definition of Sustainable Mobility

Spatial planning - avoiding suburbanization, promoting/supporting concentration in public transport corridors etc.
Draft of National Urban Policy - 2

**Transport** - objectives:
- influencing changes in travel behavior
- balance between new elements and modernization, rehabilitation and maintenance of existing components of the transport system
- controlling the growth of capacity of the road/parking system
- shaping urban space (pedestrian and bicycle facilities, disabled transport users)
- public transport (priorities, integration, access, tariffs)
- low-emission vehicles, low-emission zones
- integration of systems serving cities and surrounding areas
- ITS in transport/traffic management and operation
- parking policy (standards, pricing)
- congestion pricing
- preparation of SUMPlans!!!
Role of stakeholders

Association – IGKM (Chamber of Urban Transport)


Presentations: Ministry of Infrastructure and Development, cities, experts:
• Partnership Agreement
• Thematic objective CT4 PI 4.5 – supporting sustainable urban mobility
• First attempts e.g. Work on ITI for Metropolitan Area (Gdansk, Gdynia, Sopot and 33 other units) and Grudziadz Functional Area

Discussion – many comments
Grudziadz Congress conclusions – threats:

- Schedule for planning for 2014-2020 – not enough time to prepare proposals and projects
- Promoting immature low-emission technologies instead of the whole PT which is a low-emission subsystem of the TS
- Excluding projects categories qualified to ITI from other sources of financing
- ITI – concentration of attention on large cities
- It is necessary to decide about rules of financing PT after 2020 (investment and operation)
Role of stakeholders – cont.

**ZDG TOR – BUSINESS CONSULTANTS GROUP** - author of TPlans

- Seminar – Warsaw, 26.06.2014 – *Mobility Plans and Transport Plans – Differences and Similarities*

**Co-operation of stakeholders** – examples:

- Annual Conferences City and Transport – City of Warsaw, Warsaw University of Technology, Polish Association of Transport Engineers and Technicians (SITK) and Transeko

Conclusions

1. In Poland, many decision makers (at central and local levels), researchers and practitioners know and are willing to implement SUM concept. This has been reflected in numerous transport policy documents. Implementation, however, is rather slow.

2. Content of Transport Plans is limited to part of public passenger transport. It is too narrow to cover all aspects of Urban Mobility and logistics (or whole freight?).

3. National Urban Policy is a promising initiative. However, it will take time to approve it. In the meantime, program for 2014-2020 may be decided.

4. EU actions, such as:
   • COM(2013) 913 Together towards competitive and resource-efficient urban mobility
   • setting up a European Platform on Sustainable Urban Mobility Plans
   • publishing Guidelines – Developing and Implementing a Sustainable Urban Mobility Plan, EC 2014

have been a strong incentive to extend the scope of Transport Plans in Poland and other EU countries.
Conclusions

The following actions should be urgently undertaken in Poland:

• redefining definition of Sustainable Mobility (e.g. to include urban logistics/freigt)
• approving National Urban Policy (Council of Ministers)
• expanding the scope of Transport Plan to SUMP; option is to create legal basis for SUMP, leaving the present PT act as supplementary to SUMP act
• elaborating and approving SUMP
Implementation of SUMP idea - a challenging task

EU support includes financing projects such as CH4LLENGE (Addressing Key Challenges of Sustainable Urban Mobility Planning) which is concentrating on 4 SUMP challenges:

• participation
• co-operation
• measures selection
• monitoring and evaluation

One of Polish cities (Krakow) is a member of consortium (as one of 8 partner cities) and 3 (Gdynia, Gostyn, Warsaw) participate as following cities.
Thank you for your attention!!!

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