

Warsaw Dialogue on Scaling-Up Local and Subnational Climate Action



CITY
OF WARSAW

ROUNDTABLE: TRANSPORT SYSTEMS

Moderator

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UNITED NATIONS
CLIMATE CHANGE CONFERENCE
COP19/CMP9
WARSAW 2013



MINISTRY
OF THE ENVIRONMENT

20 November 2013, City of Warsaw



Warsaw Dialogue on Scaling-Up Local and Subnational Climate Action



THE ROUNDTABLE AGENDA (75 MIN):

1. OPENING REMARKS AND INTRODUCTION (5 MIN) ROUNDTABLE PARTICIPANTS

2. INTRODUCTION TO THE DISCUSSION (20 MIN) (GENT/BONN/WARSAW)

2. IMPORTANT TRANSPORT SYSTEMS ISSUES/CHALLENGES (15 MIN)

3. USEFUL TOOLS TO FACE TRANSPORT SYSTEMS CHALLENGES (15 MIN)

4. NECESSARY ACTIONS AT NATIONAL LEVEL (10 MIN)

6. ROUNDTABLE RECOMMENDATIONS (10 MIN)



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ROUNDTABLE PARTICIPANTS (20/11C/20):

- Fao Wei-Yu**
Taipei, Taiwan
- Aseem Gupta**
Thane Municipal Corporation, India
- Penny Ballem**
City of Vancouver, Canada
- Angelica-Maria Kappel**
City of Bonn, Germany
- Djordjije Vulikic,**
Ministry of Sustainable Development and
Tourism, Montenegro
- Elia Guerra**
Panama Embassy
- Vanda Knowles**
Eurocities
- Yan Peng**
C40
- Angelika Gronowska-Starzeńska,**
British Embassy
- Daniela Martinez**
Diario El Observador, Uruguay
- Jorn Inge Dorum**
The Norwegian Association of Local and Regional
Authorities, Norway
- Krist Poffyn**
City of Gent, Belgium
- Radosław Stępień**
City of Łódź, Poland
- Zbigniew Rudnicki**
City of Rzeszów, Poland
- Stanisław Jedliński**
City of Warsaw, Poland
- Tomasz Pawelec**
Consus Carbon Engineering, Poland
- Tomasz Kostuś**
Opole Region, Poland
- Adam Struzik**
Mazovia Region, Poland
- Marek Kowalski**
Inabensa, Poland
- Andrzej Brzeziński**
Warsaw University of Technology, Poland



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ROUNDTABLE OBJECTIVE:

To discuss about urban:

- transport challenges,
- sustainable urban mobility,
- Implementation of innovative approaches and
 - on transferability of lessons learned,



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&

to formulate recommendations !



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CITY OF GENT – KRIST POFFYN

CITY OF BONN - ANGELICA-MARIA KAPPEL

CITY OF WARSAW – STANISŁAW JEDLIŃSKI



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IMPORTANT TRANSPORT SYSTEMS ISSUES / PROBLEMS / CHALLENGES

1. **The weakness of transport planning and transport management** (city/metropolitan/regional level)
2. **Spatial disintegration** (urban sprawl) which increases demand for transport
3. **Poor stimulation of new development** in the corridors well served by PT
4. **Increasing motorization** (cars used in intra-city journeys)
5. **Lack of stability** in implementation of long-term development plans (political will/financing)
6. The economic slowdown and its resultant **limiting of the budget allocated to transport system**
7. **Focus on selected fund-absorbing projects** instead of activities influencing travel behavior
8. **Investment decisions without** a comprehensive, comparative **cost-benefit analysis** of competing projects
9. **Fear of taking actions restricting** the role of the **car** (parking policy, pedestrian priorities, PT priorities)
10. **No access to transport** (PT/cycling) or insufficient development of car alternative systems
11. **Unsatisfactory PT standards and reliability** (overcrowding, frequency, travel time, fleet, information, integrated interchanges)
12. **Unsatisfactory level of traffic safety** (pedestrians)
13. **Poor organisation of freight transport** and delivery of goods
14. **Time-consuming process of procuring administrative decisions**
15. **Legislation obstacles**
16. **The weakness of communication** with the public at the stage of planning, design and operation
17. **Social belief** that traffic problems can be solved by expanding infrastructure capacity
18. **Social protest** against any transport projects and ideas



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USEFUL TOOLS TO FACE TRANSPORT SYSTEMS CHALLENGES

I **LANDUSE & TRANSPORT SYSTEM**

- 1 Land use development pattern (to encourage PT/cycling/pedestrian traffic)
- 2 Stimulation of development densities and mix of functions (housing/work/shopping/etc.)
- 3 Parking standards in new development
- 4 High participation of urban greenery (green protective barrier)
- 5 Developer contributions to transport

II **RESTRICTION OF CAR USE**

- 6 Pedestrian areas & pedestrian priorities (space on streets/priority in crossings)
- 7 Car restricted zones (low emission zones/charging zones)
- 8 Traffic calming
- 9 Parking policy (toll parking zones/on street parking limitation)

III **TRAFFIC MANAGEMENT**

- 10 Road traffic management systems
- 11 In vehicle route guidance
- 12 High occupancy vehicle lanes
- 13 Freight and goods transport management systems
- 14 Parking guidance and information systems



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USEFUL TOOLS TO FACE TRANSPORT SYSTEMS CHALLENGES

IV **PT (PUBLIC TRANSPORT)**

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|----|---|
| 15 | Improvement of existing PT standards and reliability (information systems/comfort/reliability/punctuality/fleet/stops and stations) |
| 16 | Tram systems (new lines/modernisation) |
| 17 | Metro systems |
| 18 | Light rail systems |
| 19 | Bus rapid transit systems (BRT – fast bus systems) |
| 20 | Water transport (river trams/ferries) |
| 21 | PT integration (interchanges/ticketing and tariff systems) |
| 22 | Combined travels (park and ride/bike and ride/kiss and ride) |
| 23 | PT priorities in traffic (bus lanes/traffic signals) |
| 24 | Bus fleet management systems |
| 25 | Timetables (frequency/coordination) |
| 26 | Bus fleet exchange to low-emission (diesel, hybrid, electric, CNG/LNG) |

V **ROADS**

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|----|--|
| 27 | Ring road construction – to avoid city centres |
| 28 | Road construction – in new development areas (public access) |
| 29 | Roads eliminating barriers (for example bridge routes) |
| 30 | Traffic safety |
| 31 | Freight transshipment facilities |



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USEFUL TOOLS TO FACE TRANSPORT SYSTEMS CHALLENGES

VI MOBILITY

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|----|---|
| 32 | Mobility plans (schools/companies/administration/individuals) |
| 33 | Flexible working hours |
| 34 | Trip planning systems |
| 35 | Car clubs/car (ride) sharing |
| 36 | Eco-driving |
| 37 | Demand responsive transport |
| 38 | Promotion of new car use (small cars/electric cars/etc.) |
| 39 | Promotional activities (car free days/cycling/safety) |

VII CYCLING AND PEDESTRIANS

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|----|--|
| 40 | Bicycle system development (routes/ lanes/priorities/parking) |
| 41 | Public bikes/bikes sharing |
| 42 | Pedestrian barriers elimination |



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USEFUL TOOLS TO FACE TRANSPORT SYSTEMS CHALLENGES

VIII **FISCAL MECHANISMS**

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| 43 | PT fare structure and fare levels |
| 44 | Private and public parking charges |
| 45 | Road user charging (use of infrastructure such as tunnels, bridges, zones) |
| 46 | Vehicle ownership taxes |
| 47 | Fuel taxes |

IX **LOW/ENFORCEMENT/EDUCATION**

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|----|--|
| 48 | Investment decisions on the basis of multi criteria analysis including cost-benefit analysis |
| 49 | Education & training (school level/adults) |
| 50 | Public participation |
| 51 | Law enforcement |
| 52 | Vehicle control (emissions) |

X **OTHER**

- | | |
|----|-----|
| 53 | ... |
| 54 | |
| 55 | |



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NECESSARY ACTIONS AT NATIONAL LEVEL

1. **More flexible law** - more freedom for cities in determining local provisions and requirements (i.e. innovation/fees/technical requirements, etc.)
2. **The reform of the educational programmes in schools** - more attention to the problems associated with transport, users behaviour, mobility, and safety.
3. **Training, educational programs** (guidelines, manuals, etc.) **and the promotion of good behavior and good practices** (school level/adults)
4. **Introduction, respecting and promoting the principles of CBA mechanisms** (cost benefit analysis) in the selection (decisions) of transport infrastructure investment projects
5. **The introduction of mandatory Transport Policy** which should be formulated in conjunction with spatial and mobility policy
6. **Greater involvement to support cities in good transport solutions** (i.e. non-motorised mobility, PT, traffic management, landuse patterns). Including increasing financial resources.
7.



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RECOMMENDATIONS

1. The situation of urban transport is varied. There are significant differences in cities around the world, in terms of the common problems and facing the challenges. It is necessary to approach the cities (problems) individual and to customize solutions to common needs
2. However, the main transport challenges are identified. Among **18 challenges** the most important and demanding urgent action are the following:
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3. Experiences of many cities indicates that it is possible to use (many) solutions, which allow to reverse negative trends and guarantee sustainable development. These include such areas as: landuse & transport system, car use restrictions, traffic management, mobility, public transport, cycling and walking, fiscal mechanisms and education. In particular, the following tools are recommended:
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4. One of the tasks of the Government level should be to support local authorities in the implementation of sustainable development policies in order to reverse negative trends. Support should include:
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