Russian Urban Transport Strategy
The Three Approaches

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**Known Patterns**

Congested streets appear to be serious obstacle to socio-economical development

All cities with a population over 1 mln ppl suffer from chronic transport problems, situation is gradually worsening in the settlements with population larger than 50-60k ppl

Overloaded streets, lasting congestions, high fatal incidents indices are typical both for minor towns and densely populated settlements

Still transportation issues had not been granted due attention

There are only individual local authorities who try to address transportation issues through coherent panning
Planning Practice
From State Control to Ambiguous Plans

Soviet planning practice served state order
- Obligatory development documentation
- Strong legislative and normative base

Nowadays urban planning is in fact "bottom-up" process — municipalities take over initiatives, responsibilities are shared between separated bodies - departments, committees

There is no centralized initiative and common vision, each responsible authority tries to persue it`s own goals

Single projects initiated by uncoordinated stakeholders
The Three Approaches

Authorities implement 2 main strategies to handle transport problems

- Infrastructure expansion
- Traffic Management

Key document — Urban planning code'2004 - scopes merely zoning and parcel allocation but urban fabric as such

In terms of transportation it comes to an attempt to accommodate ever-growing car fleet

Independent measures with no coherent coordination...
Constraction as a prevailing approach...

... are proved to be unefficeint and unable to increase public wealth
Urban Planning in New Conditions
Results and Drawbacks

Over-concentrated business activity in Central Districts
Loss of urban open spaces
Loss of a social infrastructure, loss of micro-districts organization of space
Multistory housing as a new problem
Urban sprawl
The Three Approaches
Integration

Coherent planning — common view for all participating entities: vertical and inter-department cooperation
Transport planning as an essential component of urban development strategy
Legislative basis and firm position in the legal framework
# Measuring success

## Evaluation Criteria

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<thead>
<tr>
<th>№</th>
<th>Characteristic</th>
<th>Goals</th>
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<tbody>
<tr>
<td>1</td>
<td>Population and Structure</td>
<td>Increase the number of active part of the population (all of the age groups) that is of interest of the new informational society.</td>
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<td>2</td>
<td>Global and Regional competitiveness</td>
<td>Increasing the status of a city in the global network of cities. Growth of an agglomeration’s significance</td>
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<td>3</td>
<td>Accessibility of a CBD and cultural centers</td>
<td>Providing one-hour accessibility to the CBD, providing walking accessibility of daily usage objects, accessibility of social objects of regional and city significance.</td>
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<td>4</td>
<td>Mobility, share of movements with cultural and entertainment purposes</td>
<td>Providing an increase in the rate of mobility</td>
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<td>5</td>
<td>Quality of communication spaces -</td>
<td>Repair of streets of a city. Organisation of up to date networks of sidewalks and bycicle lanes. Decrease the accident rate on streets. Improvement of information services for transportation.</td>
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Urban Transport-Communicational System

- Physical Communication: street and road network, urban transport
- Visual Communication: street space, open urban space
- Telecomunication Systems

Freight Transportation

- In-Transport Journey
- Pedestrian and cycling paths

People Transportation

- Cargo Turnover
- Travel Time
- Monetary Costs
- Safety
- Ridership
- Travel Time
- Monetary Costs
- Safety
- Comfort
- Number of Contacts
- Information
- Saturated Space

Squares

- Attendancy
- Safety
- Comfort
- Number of Contacts
- Information
- Saturated Space
Walking as both means of transportation and social event, important part of a trip chain

The goal is not simply to move people but organize people's flow taking into account information exchange

Information Saturated Movement - Enhance social contacts

Needs of citizens for social life and communication

Similar ideas are expressed in the works of Vuchic V.R., Jacobs J., etc.)
Conclusions

The need for profound changes in the planning systems, turn towards integrated, coordinated efforts

Rehabilitation of spatial planning principles in the new conditions
  - clear policies and methodology for integration different domains – land use, transport development, social
  - mechanism for joint development of the neighbouring regions

Provision of free communication as a goal of transport planning

Eleborating the concept, evaluation criteria

New requirements for urban open space and cityscapes

Telecommunication as a supplementary element for traditional transport systems
Thank You!!

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