

Challenges for urban public transport in the New Member States - an overview



Challenges for Urban mobility and public transport - three „draws“:

- Urban spatial structure and spatial planning
- Decision making and administrative / organisational structure and cooperation
- Developments within the public passenger transport field

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Urban spatial structure:

- severe mono-functional structuring
- monocentric spatial structure
- mixing of functions in city centres
- wide roads and large open areas (in city centres)
- large residential estates, usually on the periphery
- urban sprawl and conurbation



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Ratio of inhabitants in large housing estates (~2000):

| | | | |
|------------|------|--------|------|
| Bratislava | 77 % | Prague | 32 % |
| Bucharest | 82 % | Sofia | 60 % |
| Budapest | 38 % | Tartu | 55 % |
| Ljubljana | 24 % | Warsaw | 56 % |

Average in all CEC-New Member States and Candidate Countries: >40 %

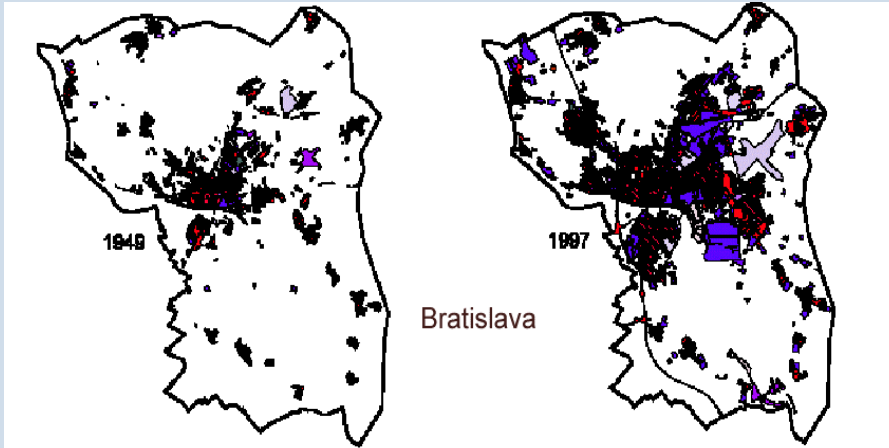
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Increase of artificial area (%) during the 40/50 years study period 1950s- ~2000)

| | | | |
|------------|-------|--------------|-------|
| Algarve | 270.4 | Milan | 103.8 |
| Bilbao | 124.2 | Munich | 44.7 |
| Bratislava | 202.6 | Nicosia | 109.6 |
| Brussels | 75.9 | Porto | 136.8 |
| Copenhagen | 59.1 | Padua-Venice | 171.0 |
| Dublin | 95.8 | Palermo | 211.0 |
| Dresden | 36.0 | Prague | 54.4 |
| Grenoble | 193.5 | Ruhrgebiet | 24.6 |
| Helsinki | 191.0 | Setúbal | 243.3 |
| Iraklion | 139.7 | Sunderland | 26.1 |
| Lyon | 81.2 | Tallinn | 106.1 |
| Marseille | 60.7 | Vienna | 36.6 |

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5

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Out of town shopping centres in Ljubljana



Shopping centres in selected cities (> 10.000 m²)

| City | No. | m ² /capita |
|-----------|-----|------------------------|
| Budapest | 18 | 0,24 |
| Ljubljana | 5 | 0,54 |
| Prague | 9 | 0,08 |
| Warsaw | 18 | 0,20 |

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6

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Results: rapidly changing mobility pattern

- **increase in motorisation**

Car ownership per 1000 inhabitants

| | |
|------------|----------|
| Bulgaria | 260 cars |
| Cyprus | 390 cars |
| Czech Rep. | 400 cars |
| Estonia | 250 cars |
| Hungary | 320 cars |
| Latvia | 235 cars |
| Lithuania | 310 cars |
| Poland | 275 cars |
| Romania | 140 cars |
| Slovakia | 300 cars |
| Slovenia | 350 cars |

- Growth rate 1990~2002: 2 x - 3 x

- some cities exceeding cities in old

Member States

- **decrease in public transport**

Share of PPT

Average 1990: ~ 80 - 95 %

~2002:

| | |
|------------|------|
| Sofia | 65 % |
| Budapest | 60 % |
| Riga | 55 % |
| Bucharest | 70 % |
| Bratislava | 40 % |
| Ljubljana | 40 % |

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Administrative and organisational challenges:

- **Problems in system change**

- necessity to introduce (in part) new organisational structures
- in part abrupt changes in specified (political) strategy and aims
- insecurity in municipal planning and other departments
- discrepancies in timing of different planning areas
- harmonisation with EU standards (in stages and repeated)

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• Decision making and administrative structure:

- tendency towards decentralisation and local self-governance (some exception, where decisions are taken or directed at central level): discrepancy between tasks and financial resources
- planning and decision making processes are - generally speaking - sectoral and poorly integrated (spatial and transport planning are following different standards, aims and time frames)
- different physical/spatial dimension of department's responsibilities
- lack of coordination between different (spatial) areas/entities
- data capture, analysis and monitoring is varying, in some cases veering towards nil
- majority of cities do not draw on long-term traffic and transport plans

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Challenges in urban public passenger transport

The problem of PPT are cars:

- the psychology of cars
- changing mobility pattern

But:

Problems within PPT:

- out-dated, uncomfortable vehicle fleet
- lack of coordination / cooperation between different modes of transport (timetable, interchange nodes etc.)
- lack of coordination / cooperation between inner-city transport operators and those in surrounding areas
- restriction in routes served and reduced frequencies (finances)
- considerable financial problems

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Obvious and necessary approaches:

- modern vehicle fleet, new techniques, more money...

Necessary and sustainable approaches - some considerations:

- change in urban fabrique
- Integrated planning and decision making (horizontal, vertical, spatial)
- integration of transport modes
- long-term and reliable (transport) plans with broadly agreed aims
- Public participation and information

Otherwise the (former socialistic) New Member States will lose their one advantage for more sustainable urban transport: the still relatively high proportion of PPT

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Thank you
for
your attention