



Real CORP' 2011  
Essen

# Russian Urban Transport Strategy The Three Approaches

Mikhail PETROVICH, Ekaterina MANAEVA  
ST. PETERSBURG, RUSSIA

# Russian Urban Transport Strategy

## The Three Approaches

### **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 planning

# 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 pursue its 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 accomodate ever-growing car fleet

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

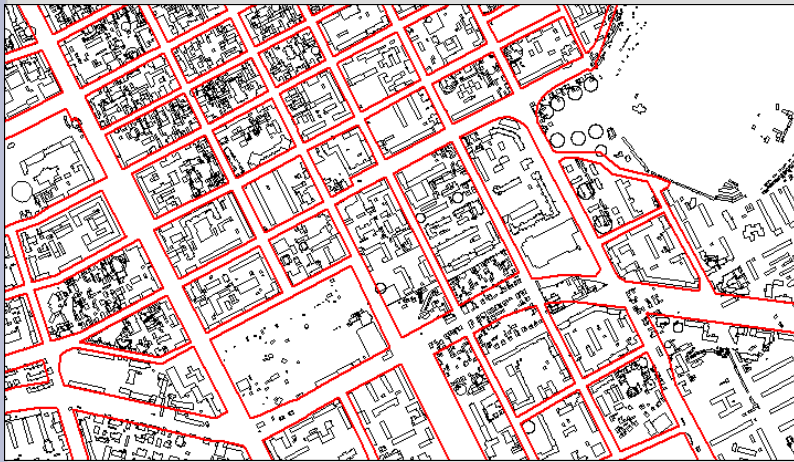
**... are proved to be unefficeint and unable to increase public wealth**

# 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





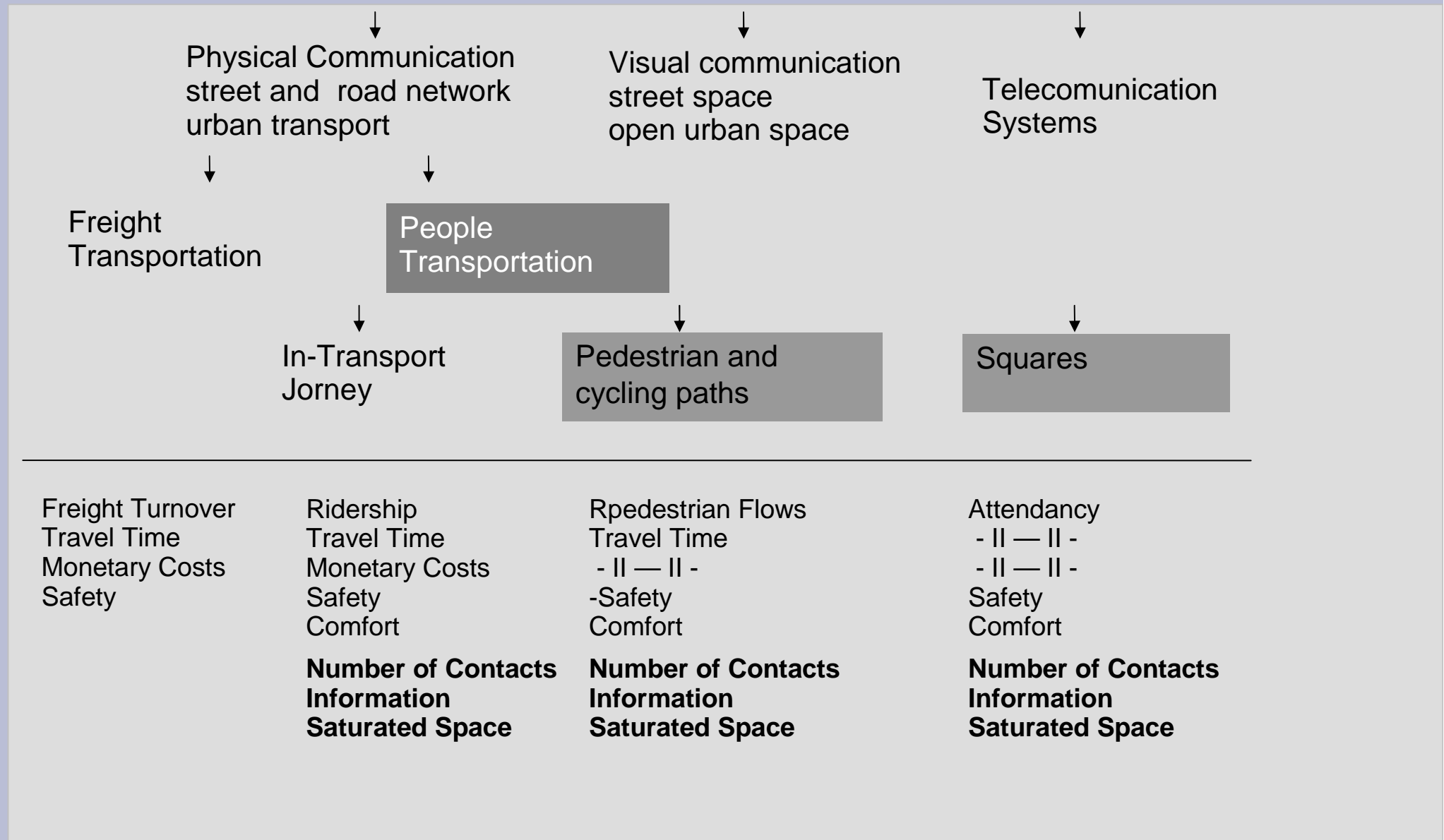
# Measuring success

## Evaluation Criteria

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



# Urban Transport-Communicational System



Freight Turnover  
Travel Time  
Monetary Costs  
Safety

Ridership  
Travel Time  
Monetary Costs  
Safety  
Comfort

**Number of Contacts  
Information  
Saturated Space**

Rpedestrian Flows  
Travel Time  
- II — II -  
-Safety  
Comfort

**Number of Contacts  
Information  
Saturated Space**

Attendance  
- II — II -  
- II — II -  
Safety  
Comfort

**Number of Contacts  
Information  
Saturated Space**

# Quality of Communication Space

## Pedestrian Movement and Social Contacts

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

Elaborating the concept, evaluation criteria

New requirements for urban open space and cityscapes

Telecommunication as a supplementary element for traditional transport systems

# Thank You!!



## Mikhail Petrovich

Deputy director  
ZAO "Peterburgsky NIPIGrad"  
St. Petersburg, Russia



[nipigrad-transport@mail.ru](mailto:nipigrad-transport@mail.ru)

[petrovich.mikhail@gmail.com](mailto:petrovich.mikhail@gmail.com)