URBAN TRANSPORT DEVELOPMENT

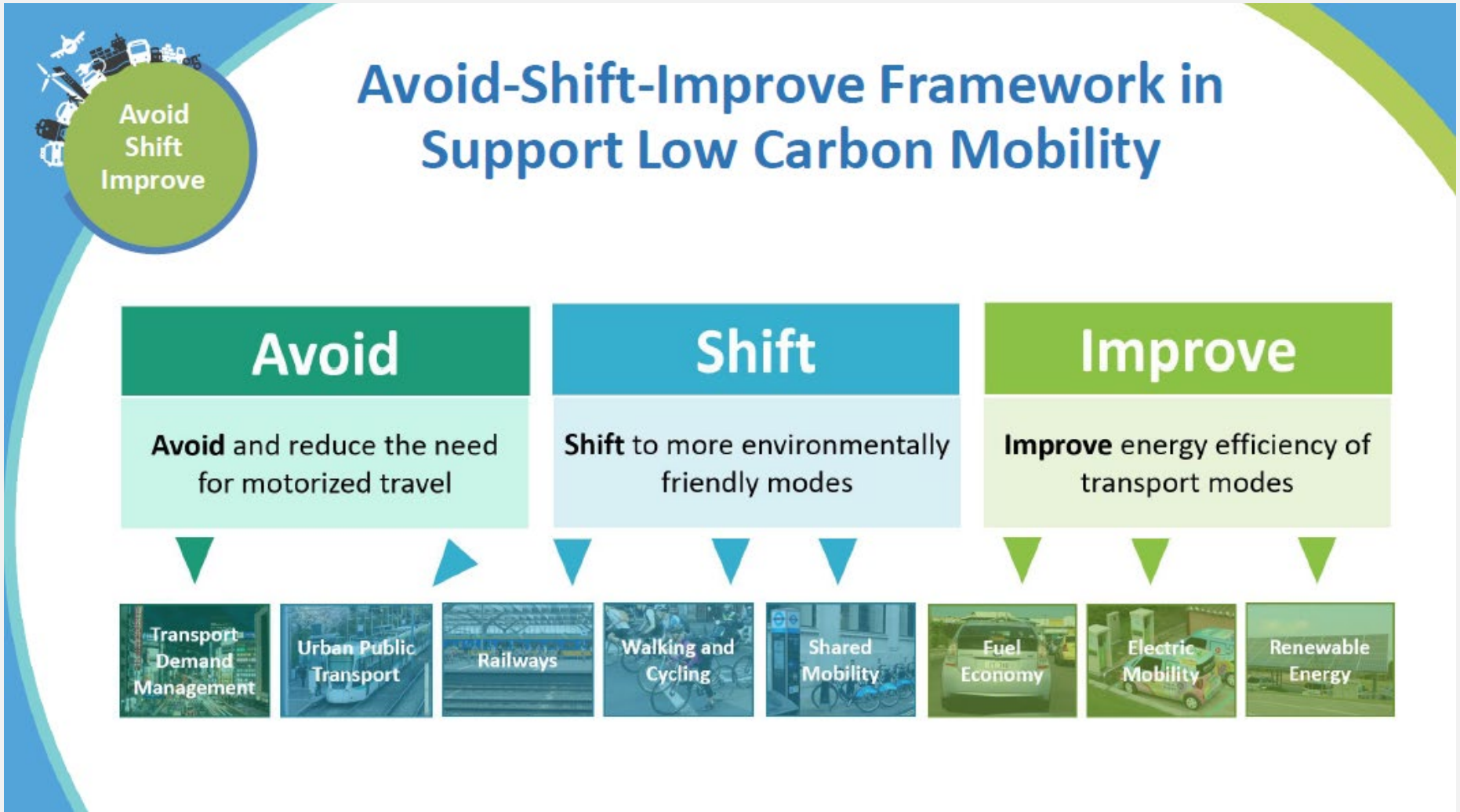
ADVOCATE AND BUILD LOCAL KNOWLEDGE

GELA KVASHILAVA, 2019

Eastern Alliance for Safe and Sustainable Transport

საბჭო უსაფრთხოებისთვის პარტნიორობა

AVOID – SHIFT - IMPROVE – ENABLE

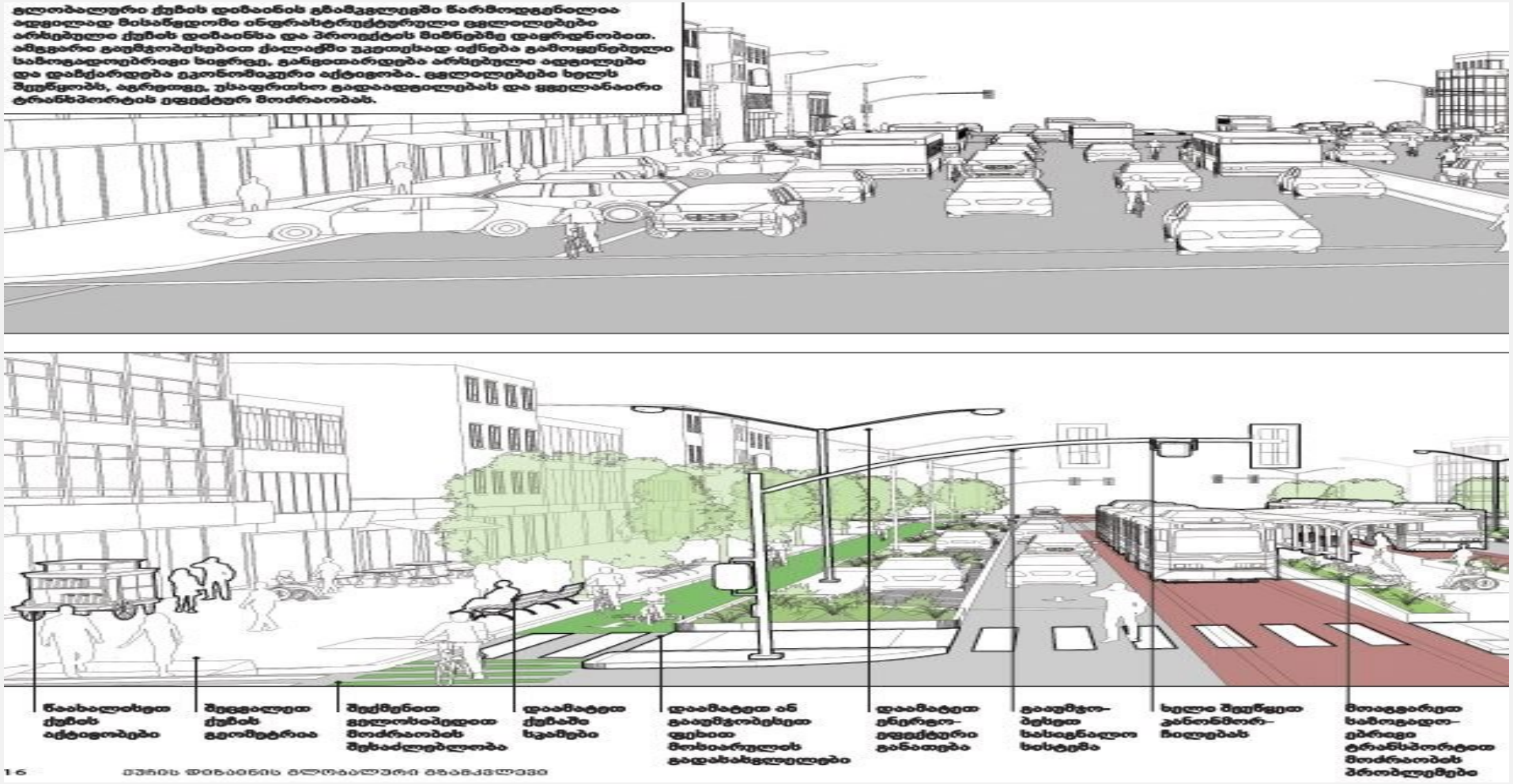


- **Priority** - Give walking and cycling much higher priority.
- **Safety** - Design Safe streets, the built environment and implement speed calming measures.
- **Access** - Ensure accessibility and encourage walking, cycling and public transport integration and multimodality.

- National Sustainable Urban Transport Policy is necessary
- To integrate land-use and transport planning. Include it within the SDG country goals.
- Clear responsibilities and better vertical and horizontal integration

Pekini Street Development

GLOBAL STREET DESIGN MANUAL



Transport sector: additional policy priorities for Georgia

Potential additional policy priorities for transport sector – with international case studies

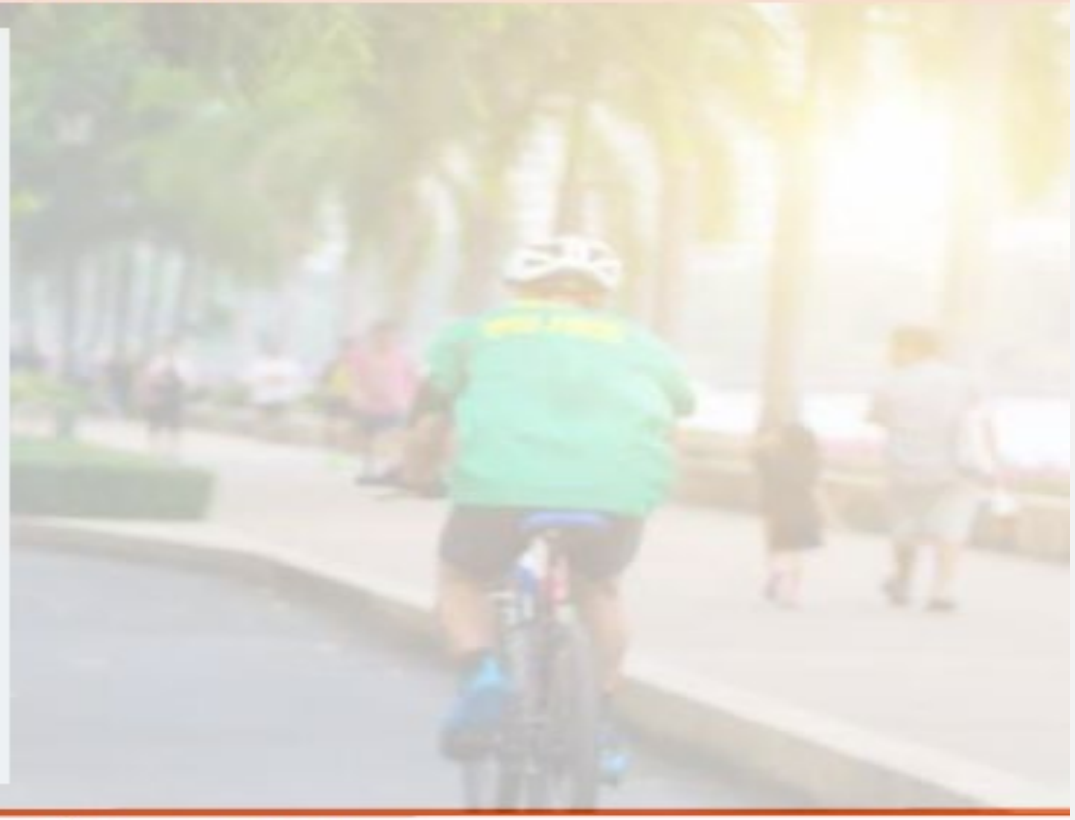
Policy Target 1: Shift passenger transport to non-motorized transport

Target objective:
- Reduce motorised transport activity
- Improve traffic congestion
- Improve urban liveability / mobility

International benchmark example:
- 30% of transport activity in cities is non-motorised

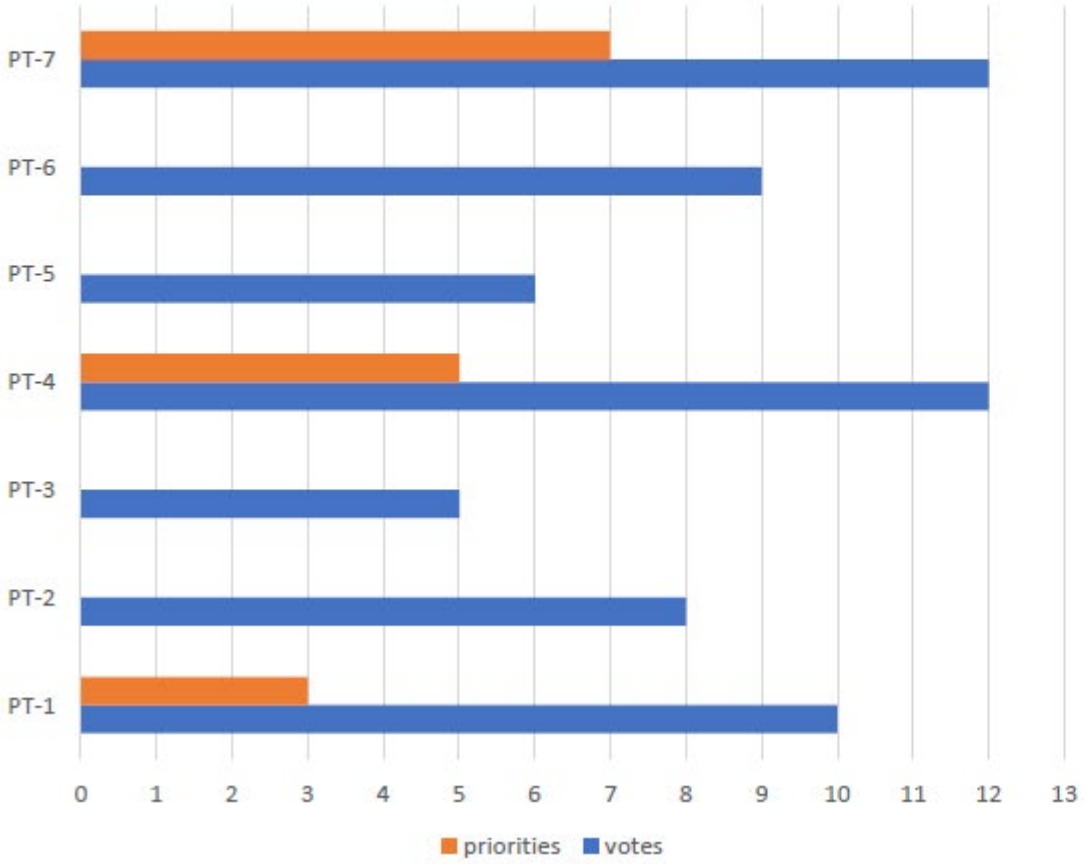
(Best practice EU cities: Amsterdam, Eindhoven, Copenhagen)
Source: WRI Cities Hub

Estimated emissions reduction impact in Georgia:
- 0.65 – 1.07 $MtCO_2e$ / year in 2030



Transport Working Group 2nd Meeting

Results of the Voting



Priority areas in the transport sector for additional future policy action

- PT-1: Shift passenger transport to non-motorised transport
- PT-2: Improve efficiency of passenger cars
- PT-3: Shift freight from road to rail
- PT-4: Shift passenger transport to public transport modes
- PT-5: Improve efficiency of trucks
- PT-6: Increase market share of EVs and hybrid vehicles
- PT-7: Improve emissions from public transport modes

VISION

- Efficient, attractive, user-friendly and competitive public transport system based on bus network accompanied by other transport media (metro, trams, cable railways, minibuses) including road vehicle fleet with good emission, noise and safety parameters (CNG, electro mobiles).

- Optimized road infrastructure network with prioritization of public transport (buses) and extended possibilities for non-motorized transport (cycling, walking).

- Optimized transport management system including all achievable features of ITS (Intelligent Transport System).