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The future sustainability of transport in Malta

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Towards Sustainable Mobility in Malta

The Exchange Buildings, Valletta. 8 June 2016



Embassy
of the Federal Republic of Germany
Valletta



Sustainability



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- A very popular term
 - Used by many, not always in the right way
 - Has the potential to improve our quality of life (despite what some people think)
 - The **principles** of sustainability point us towards finding means of enhancing well-being within our means and our planet's means.... for everyone.
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Sustainable Transport



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- Mobility which supports progress (social and economic)
- Mobility and accessibility for everyone (equity and fairness)
- Mobility that internalizes all its costs (polluter pays principle)
- Ensuring we leave better mobility infrastructures and opportunities for the next generation through planning and innovation



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Today's transport system

- **Serving the motor vehicle only**
 - Unfair to those outside the car
 - Affecting environmental health
 - Affecting our health
 - A threat to our landscape and limited land space resources
 - Completely oil dependent
 - Susceptible to many forms of risk
 - Does not ensure capacity today or tomorrow
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Studies: Maltese are the fattest, most inactive people in EU





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Marsa



Kappara

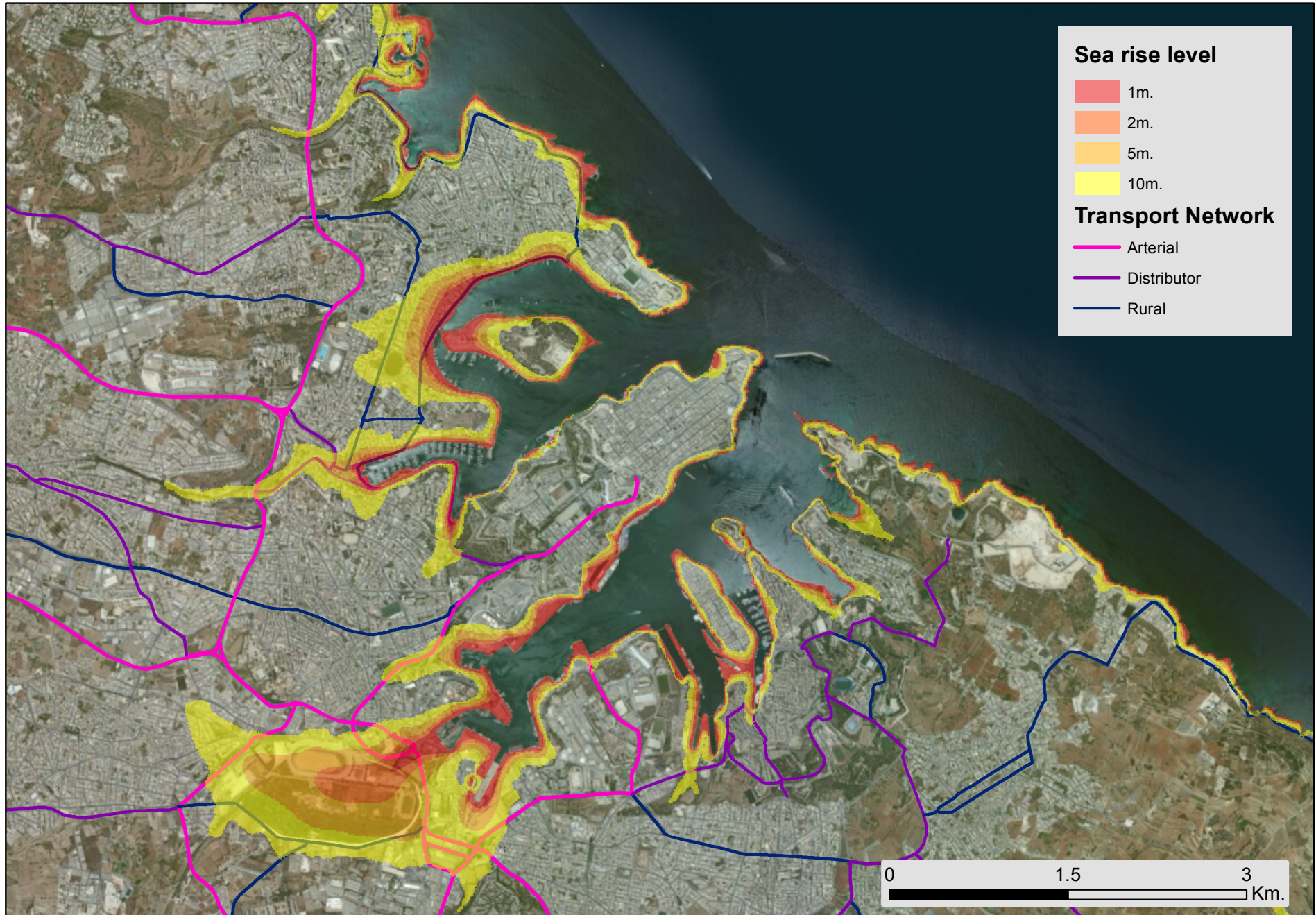




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Attard (2015)



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External Costs

The external costs were equivalent to 4% of GDP at market prices in 2012

	2012	2020	%	2030	%
Accidents	€83.9	€89.6	+6.8	€89.6	+6.8
Air pollution	€13.8	€15.3	+10.9	€15.7	+13.8
Climate change	€46.8	€51.2	+9.4	€52.3	+11.8
Noise	€11	€10.4	-5.5	€10.6	-3.6
Congestion	€117.9	€151.1	+28.2	€154.1	+30.7
Total	€273	€317	+16.1	€322	+17.9

Attard, von Brockdorff, Bezzina (2015)



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What future transport system?

- The transport system must be **planned to cater equally for pedestrians, cyclists and other non-motorized vehicles, car users, bus users and potentially a fixed line mass transit system** (e.g. BRT, LRT).
- The **decision making process** for transport projects must be inclusive of all tangible and intangible costs, including environmental and equity costs, and is truly **participatory**.



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- John Adams used this cartoon to show an increasing **apathy towards decision-making**.
- Where democracy sometimes challenges common goals and “common sense”.

What future transport system?



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- A realization that **road building will not solve the problem** and the need of an incremental approach to quality of life targets where all measures are part of a larger strategy to achieve **the necessary reduction in car use**.
 - Harvey Miller contends **the need to identify new capabilities** (instead of capacity) of the transport infrastructure in order to increase efficiency and capacity without extending the existing infrastructure.
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- We must be wary of **technology promises** and define their role in the greater common good goals.

Technologies currently driving change



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- Innovative solutions for the future bus
- Electrification, connectivity, and autonomous vehicles
- Bicycle sharing schemes have increased to over 721 cities worldwide
- Walking is being incentivized through apps such as BitWalking where people generate digital currency.
- Public transport is being challenged by new mobilities and technologies offering demand responsive services which for some are 'disruptive'.

Typology of mobility services



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- Taxi hailing and booking services (Gett, easytaxi)
- Ridesharing services (Uber, Didi Dache, Ola, Lyft, Blablacar)
- Peer-to-peer car renting (Getaround)
- On demand shared transport services (Uberpool, Lyftline, Kutsuplus, Via, Bridj)
- Public transport information services (Moovit, Traveline)
- Traffic information services (Waze, Google Maps, TomTom)
- Multi-modal travel information (Google Transit, UbiGo)
- Traffic data repositories (LIVE Singapore, Traffic Lab Helsinki)
- Transport wiki and Citizen Platforms (Streets Wiki, FixMyStreet, cyclopath)

Attard, Haklay, Capineri (*forthcoming*)

What future transport system?



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- Land development (and **the re-introduction of land use planning**) is coordinated with **transport planning** to ensure no developments are outside the public transport service areas and **do not encourage car use.**





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Important considerations

- Transport cannot be tackled independently from other sectors of the economy.
- Transport is linked to our activities therefore the way in which we plan our activities will influence the way we move.
- And whilst behavioural approaches have registered some success we also need to look at our built environment to get an idea of how we use our limited space.

Hamrun



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Attard



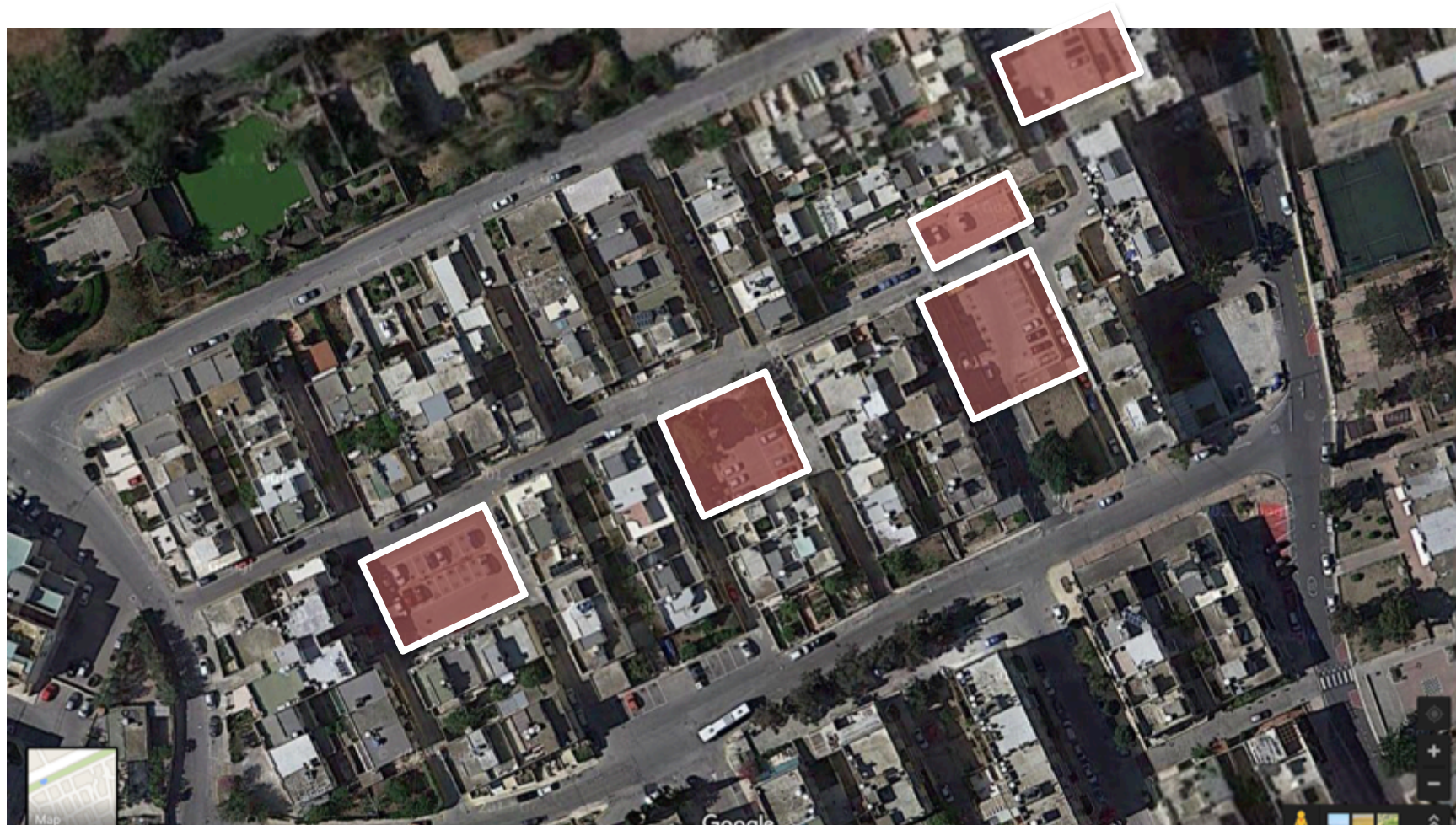
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Sta Lucija



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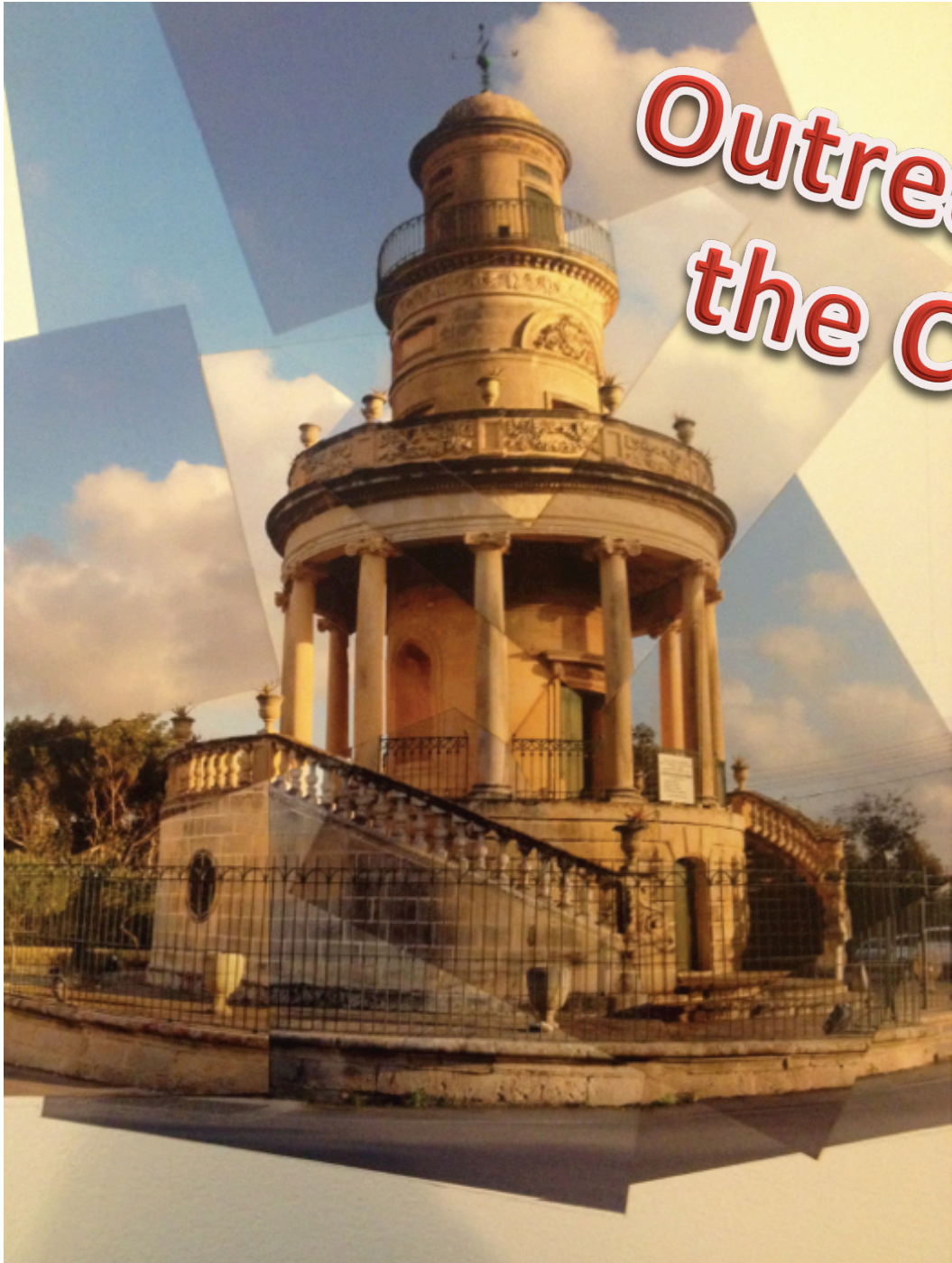
New approaches



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- The current governance of transport planning is hindering developments at difference scales which could contribute considerably to lessening the impact of transport.
- Local Councils have authority over local access roads and open spaces with little direction and capacity to plan and manage these infrastructures effectively.





Outreach Action in the Community

LIJA
TRAFFIC MANAGEMENT
AND URBAN DESIGN STRATEGY



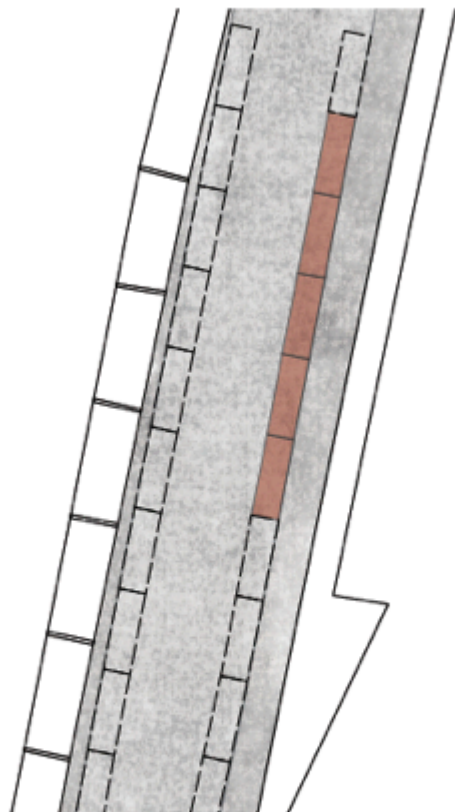
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ARCHITECTURE PROJECT

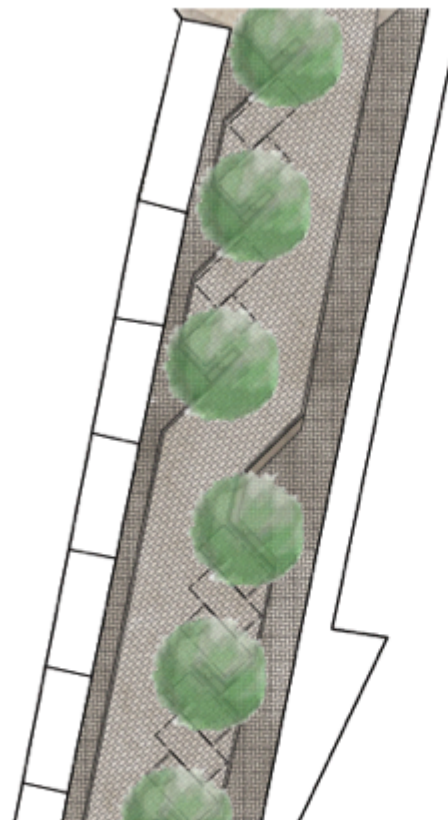


PRIORITISE THE PEDESTRIAN TRIQ TAL-MIRAKLI



EXISTING

- TWO-WAY.
- PARKED CARS LINE THE SIDES OF TRIQ SAN MIRAKLI.



PROPOSED

- ONE-WAY.
- PAVEMENT WIDENED - SLOWER TRAFFIC, MORE PEDESTRIAN SPACE.
- LANE SHIFT - SLOWS VEHICLE SPEED.
- TREES - SHADE, COMBAT POLLUTION.





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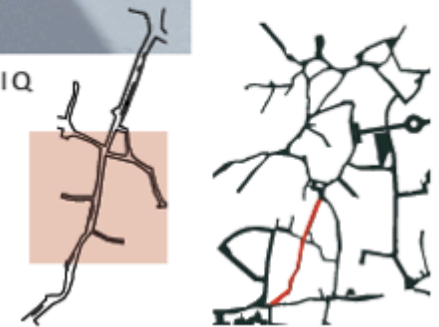
PRIORITISE THE PEDESTRIAN TRIQ SANT ANDRIJA



PHOTOMONTAGE OF
TRIQ SANT ANDRIJA



SKETCH PHOTOMONTAGE OF TRIQ
SANT ANDRIJA





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ITALIAN STREET



CENTRAL TAORMINA,
SICILY ITALY

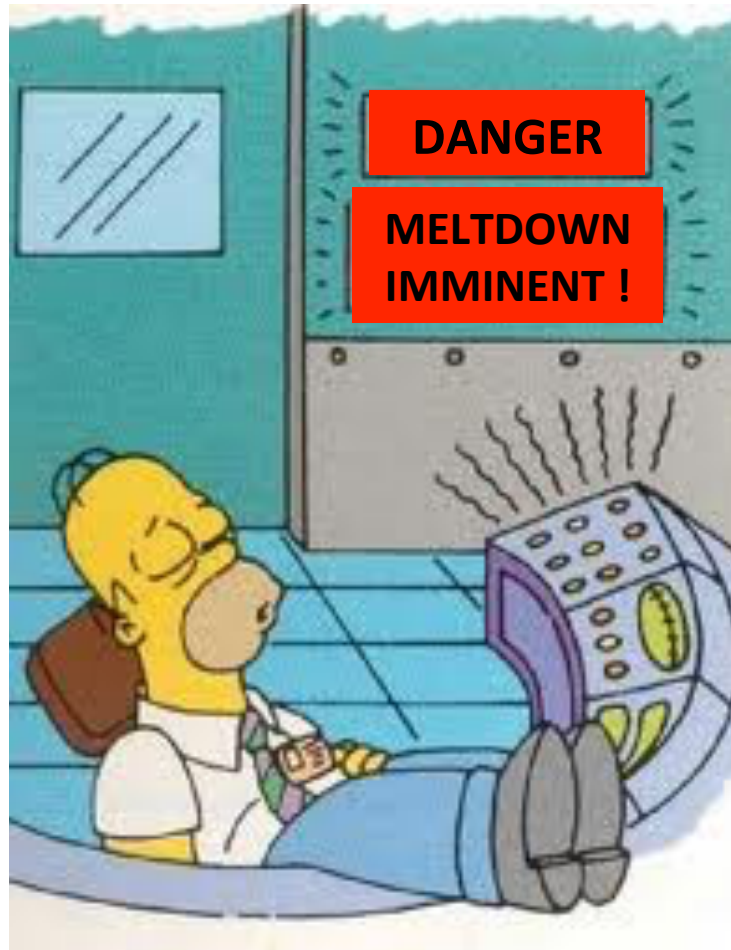


BIRGU, MALTA





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- **Complacency** is the new threat to our transport system.
- Accepting poor levels of service or high levels of congestion will not solve the problem (no matter how entertained we are on our devices)

Conclusions



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- Sustainable mobility cannot be achieved through piecemeal measures without long term plans.
 - A change in governance and planning are required to engage communities and support Governments in implementing necessary (and sometimes unpopular) measures.
 - We need to achieve a better balance between demand and supply through, for example, usage taxes instead of purchase taxes and other demand management strategies.
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Conclusions



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- Businesses in Malta are yet to discover the potential contribution they can make to the transport system, through travel planning.
 - The transport sector is diverse and includes a number of operators, importers, passenger transport operators, freight and logistics companies, IT industries. All these have the potential to contribute.
 - We need to remember the risks and costs associated with doing nothing.
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