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**PHASED APPROACH TO TRANSPORT INFRASTRUCTURE DEVELOPMENTS**

Transmitted by the Governments of Lithuania and the United Kingdom

**LITHUANIA**

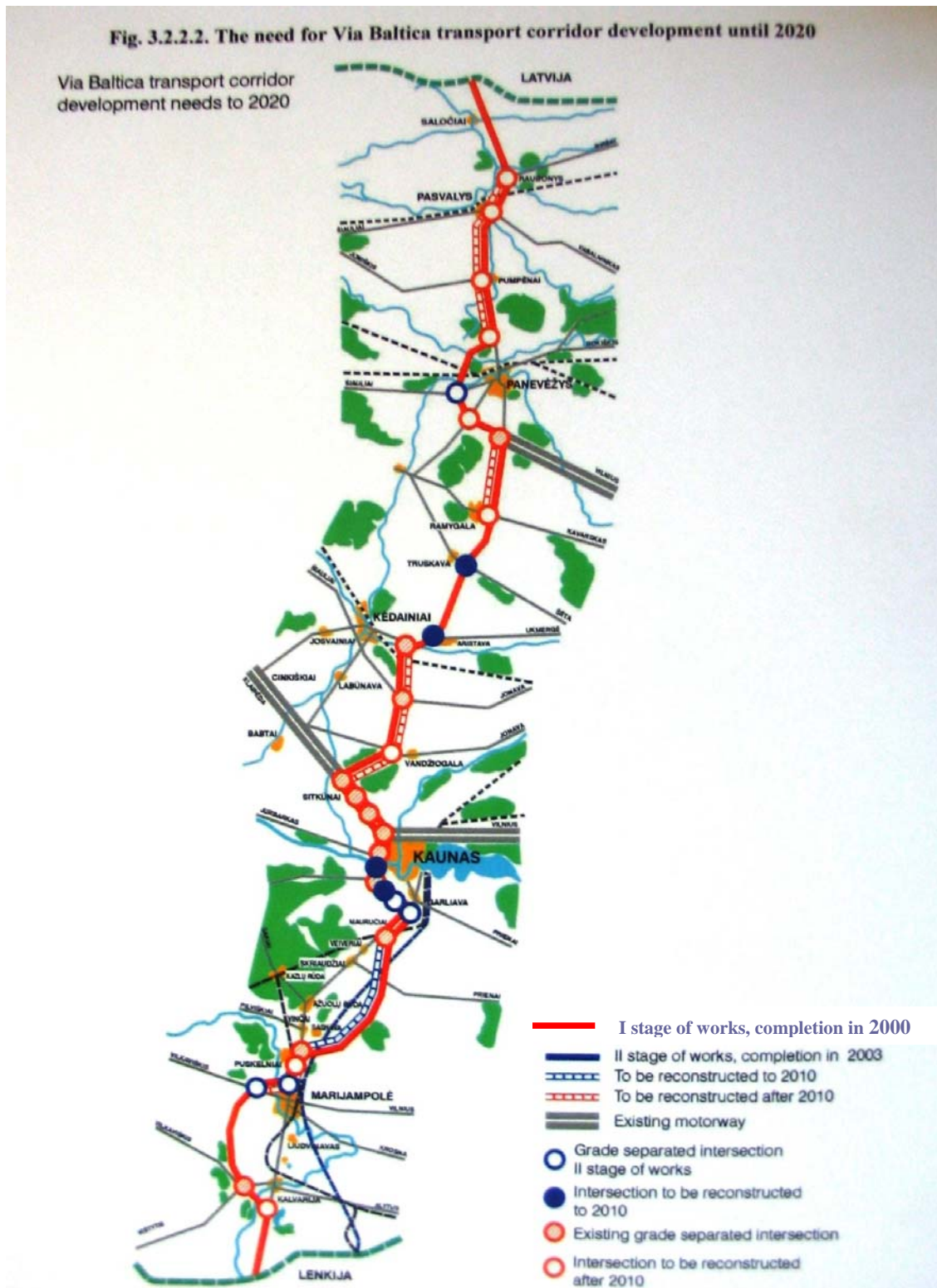
**Comments on Draft guidelines for the phased approach to transport infrastructure projects**

The main purpose of the phased approach, as it mentioned in the document, is “to break the project into smaller phases and allow time for completion and signing-off for each phase of the project.” Having a really limited budget, Lithuanian transport policy relies on other possibilities to finance road constructions. So Lithuania, being such a small country, cannot afford to construct all the motorways with both carriageways, signalling systems, parking lots, etc. at once. The phased approach is used in the road transport sector very broadly not only due to infrastructural issues, but also to financial ones. There are no such bottlenecks problems in Lithuania, as in Western Europe roads. But the volumes of transport are growing, and future forecasts show the necessity to build new or enhance old ones.

In many cases, the selected approach depends on the current trends in the transport sector. Lithuania aims to foster intermodal and multimodal transports, but as there are no exact forecasts on, for example, railway volumes in the future, it depends on many internal as well as external factors, so the *phased temporal approach* is a good possibility to adapt capacity parameters of a certain project over a time scale through subsequent expansion stages.

As an example of the phased approach application in practice, the Via Baltica road (I transport corridor) development plans in the Lithuanian territory are introduced briefly. The planning stages until 2020 are shown below:

Fig. 1 Development stages of via Baltica road (English only)



It could be an example of the application of the phased approach when using subsequent stages that the final goal is to be achieved constructing infrastructure in line with the expected growth in traffic demand. The development of I Corridor –Via Baltica encompasses reconstruction works in different road sections so that these sections could be reconstructed according to determined traffic flows and avoidance of obstacles. For instance, road sections from 9.6 to 38.7 m (see the map: section down from Pasvalys' town – red dashed line) currently has 9 m wide pavement and complies to II technical category. Comparing to other road sections where road pavement strengthening within the Corridor Development Programme is planned, it has the smallest remaining traffic capacity. According to the determined traffic flow forecast, the section will need reconstruction approximately in the years 2014-2018. Therefore, it was decided to carry out both strengthening and widening of this section at the same time. The pavement will be widened up to 11.5 m and will meet the requirements of I and AM technical categories for one carriageway. Then, after approximately 10 years, in case of upgrading of the road technical category, the second carriageway will be built and no intervention on the existing carriageway will be needed.

The red and blue lines show respectively works of the first stage (pavement strengthening, construction of new road, by-passes, etc.) completed in 2000 and works of the second stage (western Kaunas by-pass, etc) completed in 2003.

Intersections to be reconstructed are marked with circles. A blue hollow circle represents intersections complete in the second stage of works. A blue circle represents intersections to be reconstructed to 2010. An orange circle with red rim represents existing grade separated section (some of them were reconstructed during I stage) and finally the red hollow circle represents intersections to be reconstructed after 2010.

## **UNITED KINGDOM**

It is suggested that the guidelines include a reference to the need to take into account the disruption to traffic when the second lane is being constructed as a cost that should be included in the cost/benefit calculation to ensure that the appraisal is complete.

There is a reference early in the main part of the paper to spatial phasing; however, there is no discussion of this part of the analysis in the draft guidelines.

The Department for Transport publishes advice on how to take account of the interdependence between schemes. Further information about this can be found at: [http://www.dft.gov.uk/stellent/groups/dft\\_econappr/documents/page/dft\\_econappr\\_504874.pdf](http://www.dft.gov.uk/stellent/groups/dft_econappr/documents/page/dft_econappr_504874.pdf)

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