Levels of Implementation

For developing integrated strategies, different levels of action and impact need to be considered – a process that starts with the definition of goals and proceeds throughout implementation. Depending on the approach, different leverage effects can be achieved on individual levels. In reverse, choosing an inappropriate level may mean missing development targets.

Once goals are defined, a potential analysis on different levels needs to be done. In general, three major levels are delineated: the system, the spatial, and the stakeholder levels. The system level includes all technical and physical entities such as buildings and infrastructures. The spatial level concerns different aspects’ impact, moving from a regional or citywide scale to a local scale. In stakeholder level, the focus lies with roles and interfaces of all people and parties concerned.

For tapping energy saving potentials, the status quo and estimated impact of measures needs to be assessed during the planning process. Where is energy produced, where is it used? How is it produced, where does it go? Here, it is crucial to choose the appropriate level of investigation and further action. While decision-related questions require a local focus in the first place, infrastructure, mobility or energy production and distribution need a broader perspective up to the regional level.

The spatial level of the neighbourhood or district implies a significant role in the implementation of an overall development strategy. As transition levels between different scales and contexts, neighbourhoods are the interface of global planning and local action here. Comprehensive development approaches are facing spatial conditions and need to be transferred into tangible individual solutions. Furthermore, this is the level where technical, social, and economic processes are intertwined and obvious and are – at least partially – manageable.

Depending on the selected spatial and system levels, the parties involved or concerned change. While initially institutions or municipal administrations are affected at the regional or citywide level, it is likely that the number and types of stakeholders are more diverse and individual at the neighbourhood level.

For developing an integrated concept, individual measures need to be chosen for each single level, and interdependencies and interferences need to be identified subsequently.

Integrated Strategies for Energy-Efficient Urban Development

A brief manual

Contact Partner in Lithuania

www.beta.lt

The flyer was elaborated within the project ‘Energy efficient redevelopment of urban areas in Lithuania’

This project is funded by the German Federal Environment Ministry’s Advisory Assistance Programme (AAP) for environmental protection in the countries of Central and Eastern Europe, the Caucasus and Central Asia and other countries neighboring the European Union. It is supervised by the German Federal Environment Ministry and by the German Federal Environment Agency. The project is conducted by the Housing Initiative for Eastern Europe (IWO) and insar consult – consultants for spatial planning, architecture and regional development.

From 2015 to 2017, a German-Lithuanian cooperation project has been dedicated to the topic ‘Energy-efficient redevelopment of urban areas’. The energetic refurbishment of the Lithuanian housing stock is a key aspect for sustainable urban development. Aware of this, the Lithuanian government is looking at new approaches to meet their energy-saving targets in urban areas. In June 2016, the Ministry of Environment of Lithuania published recommendations for the preparation and implementation of energetic refurbishment programmes in urban areas. The national agencies BETA and VIPA are acting as contact points for Lithuanian municipalities and will accompany the preparation and implementation process of energetic refurbishment programmes. Respectively guided by BETA, within the German-Lithuanian project, the municipality of Šiauliai, Lithuania, and Biržai and Utena will be making first integrated concepts for urban redevelopment. This brochure summarizes the ideas and basic principles of integrated urban planning at neighbourhood level. It addresses municipal, local planners, architects and engineers that are involved in the preparation and implementation of energetic refurbishments.

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To stay energy efficient is no longer perceived as an isolated approach detached from other development measures. In fact, awareness prevails that – compared to stand-alone sectoral activities – effects and values of different measures can be increased by combining them along various implementation levels and embed them in an overall urban development strategy. Considering the interdependencies and the attention is given to energy-saving potentials in the fields of urban mobility, infrastructures, and land use and local industries.

In an overall paradigm for development measures, energy efficiency can be combined in an integrated strategy with other approaches of sustainable urban development and thereby shape synergies. Thus energy-efficient urban strategies can be seen in one direct line with other targets of inclusive, low-carbon and economically resilient urban development. Drafting a strategy for the future development of their city and deciding guiding approaches and principles can put municipalities into the position to actively shape their development and master today and future challenges. Perceiving energy efficiency as key part of a holistic approach enables administrations, agencies, stakeholders and residents to focus their attention is given to energy-saving potentials in the fields of urban mobility, infrastructures, and land use and local industries.

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Integrated concepts must be understood as processes rather than stand-alone solutions. Because they represent complex strategies, it is crucial to identify and involve all relevant stakeholders - ministries, administrations, network operators, building owners, civil society etc. - right from the start. Existing plans need to be integrated and their goals and strategies be aligned in a logical flow. Thus, integrated planning is an iterative process which overall ideas and individual measures are constantly adapted and improved. It is the secondary processes, indicators and necessary resources and stakeholders.

The assumed outcome needs to be reflected against current status of urban planning. How can current sectoral plans and actions answer to identified problems and needs? Which status and timeframe do current projects have and who is in charge? Based on these analyses, an action plan has to be developed. Afterwards, a detailed implementation strategy is defined, and a precise implementation strategy with defined sub-goals, measures, indicators and needed financial and personal resources will be developed. A strategy is defined as processes worth continuing working on this scale, but some topics - e.g. those related to mobility infrastructure - require a broader focus. An in-depth analysis has to be carried out within the focused examination. Consequently, it needs to be developed what actions are necessary and which are not. This means that the outcome of the analyses and data needs to be reflected against current status of urban planning. In this way, the assumed outcome will be defined and the strategy set up.

An important part of the strategies is the vision for local development. In-depth analysis is the first one to continue with further processes - monitoring and adjusting the strategy can be adapted to changing circumstances. The strategy needs to be constantly review and adjusted. Present projects need to be monitored and credentials may be added depending on the outcome of the analyses and defined period.

In a city characterised by high-quality infrastructures, mixed residential and commercial uses, streets and public transport as well as high-density (centres) and low-density (sub-centres) urban development and infrastructure, it is possible to achieve energy efficiency. In this sense, mobility and energy efficiency are seen in a soft fashion in terms of people and goods within a city. People and goods are often meeting places involving social exchange. Public transport is a core element of a city's emission-reduction and increasing the share of public transport is a priority in a city's development. Reducing distances is often in line with movement of goods and people. By this, the criterion of a city's public space directly affects the quality of living. Combining public spaces with other functions increases their usability, value added, and frequency and promotes public life.

Traffic in an urban context can be increased by a set of complementary measures in different levels of action and scale. From the integrated planning process and precise analyses of present and future circumstances, a strategy can be developed. The strategy defines the necessary resources and stakeholders who need to be involved.

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