



## 7<sup>th</sup> ANNUAL CONFERENCE

# Urban Policies dealing with “Two legs” “Two wheels” Mobility

### PROCEEDINGS



**BARCELONA, SPAIN  
20-22 February 2003**

## Participants

### European Cities

#### Amsterdam, Netherlands

- Frans SOLLEVELD, Division Head, City Traffic Policy & Strategy Department

#### Berlin, Germany

- Maria KRAUTZBERGER, State Secretary for Transport & Environment,
- Friedemann KUNST, Head, Transport and Planning Division, Department of Transport

#### Brussels, Belgium

- Pierre SCHMITZ, First Engineer, Telematics and European Projects Department

#### Geneva, Switzerland

- Antonio HODGERS, Member of the Parliament, Canton of Geneva
- Frédy WITWER, International Advisor for Mobility, Canton of Geneva

#### Gothenburg, Sweden

- Jorgen LINDER, Mayor of Gothenburg
- Leif BLOMQUIST, Deputy Mayor, Chairman, Traffic and Public Transport Committee
- Roland RYDIN, City Councillor, Deputy Chairman Transport and Public Transport Committee
- Per-Erik WINBERG, General Manager, Western Region, Swedish National Road Administration
- Törbjörn BIDDING, Head, Traffic Management Division, Swedish National Road Administration

#### Lisbon, Portugal

- Robert STUSSI, Administrator AMERLIS

#### London, United Kingdom

- Mick HICKFORD, Assistant Director, Street Management, Transport for London
- David ROWE, Service Development Manager, Street Management, Transport for London

#### Paris, France

- Denis BAUPIN, Deputy Mayor for Mobility and Highways
- Philippe CAUVIN, Engineer, Chief for General Studies, Mobility Directorate (DVD)
- Laurence DOUVIN, City Councillor, IMPACTS EUROPE President
- Véronique MICHAUD, General Secretary, Club des Villes Cyclables
- Christophe RIPERT, Senior Consultant, Mobility Directorate (DVD)
- Christophe ROSA, Engineer, Mobility Directorate (DVD)

#### Rome, Italy

- Maurizio TOMASSINI, Head, Innovation and Systems, Agency for Mobility ( STA)

#### Stockholm, Sweden

- Katarina EDIN, Assistant Political Secretary to the Vice Mayor
- Monica HILDINGSON, Head, Real Estate and Traffic Administration
- Birger HOOK, Deputy Road Manager, National Road Administration

#### Vienna, Austria

- Erich HERMAN, Traffic Management Directorate, Transport and Traffic Directorate
- Heinz MÜLLER, Deputy Head, Vienna City Administration, Chief Executive Office
- Otto SCHWETZ, Head, Vienna City Administration, Chief Executive Office

#### Barcelona, Spain

- Carme SAN MIGUEL, City Councillor for Mobility Policy, City of Barcelona
- Francesc NARVAEZ, City Councillor for Mobility Policy, City of Barcelona
- Pere NAVARRO OLIVELLA, Commissioner for Mobility, City of Barcelona
- Julio GARCIA RAMON, Head of Traffic Management, City of Barcelona
- Rafael BARNOLA ROSELL, Manager of Etra Catalunya, SA
- Albert COT ALCEGA, Engineer, Mobilitat 22@
- Joan ESTEVADEOR DAL, President of Associa pels Drets del Vianants
- Anna FERRER GIMENEZ, Technical Assessor of the Regidoria de Mobilitat i Seguretat
- Carlos GUTIERREZ ALEGRE, Manager, Sainco Trafico,SA
- Simon HAYES, Disseny de Sistemes i Desenvolupament
- Teresa LLUCIA, assistant to Ms SAN MIGUEL
- Angel LOPEZ RODRIGUES, Manager of MOBILITAT 22@
- Nuria MIR GUARRO, Secretary Traffic and Transport, City of Barcelona
- Lino MONGE, Architect, City of Barcelona
- Alfredo MORALES GONZALES, General Manager, Barcelona de Serveis Municipals SA
- Francesca NOGALES TALAN, Consultant of Momentum Consultoria
- Christine PIQUEMAL, Deputy General Secretary Metropolis, City of Barcelona
- Hildegard RESINGER, Spokesman, Amics de la bici
- Diego RODRIGUEZ BORREGA, Major Manager, Guardia Urbana, City of Barcelona
- Antoni ROIG ALEGRE, Parking Manager, Barcelona de Serveis Municipals SA
- Joan TORRES CAROL, co-ordinator Fundacio RACC

#### Sevilla, Spain

- Jaime HUERTA GOMEZ DE MERODIO, Civil Engineer, Sevilla
- Valencia, Spain

#### Valencia, Spain

- Carlos MUNDINA GOMEZ, Assessor, City of Valencia
- Victoriano SANCHEZ BARCAIZTEGUI, Head, Department of Transport and Traffic, City of Valencia

### **Latin America Cities**

- Marcelo CINTRA, Manager, Company of Traffic and Transport, City of Belo Horizonte
- Jussara BELLAVINHA, Manager, Company of Traffic and Transport, City of Belo Horizonte
- Hidalgo Aurelio NUÑEZ LUCIO, Manager, Transport and Mobility Directorate, City of Quito

- Monico ROSALES, General Manager of “Infraestructura Vial”, Secretariat Traffic and Transport, City of Guadalajara
- Ayrton XEREZ, Secretary of Environment, City of Rio de Janeiro

## **Networks and other institutions**

### ACEA/EUCAR

- Joaquin NICOLAI, Senior Manager, Daimler Chrysler AG
- Thomas SPOORMANS, Assistant General Secretary, EUCAR
- Frank RICHTER, Environment, Research and Traffic, Volkswagen
- Arnold VAN ZYL, Research Delegate, EUCAR

### ERTICO

- Daniel AUGELLO, Renault Transportation Policy Delegate and ERTICO Vice President
- Ole THORSON, FEPA (European Federation of Pedestrian Associations), Vice - President

### METROPOLIS

- Josep ROIG, Secretary General Metropolis, City of Barcelona

### POLIS

- Isabelle DUSSUTOUR, Executive Director

## **IMPACTS Staff**

- Jean-Louis GRAINDORGE, General Director URBA 2000, Secretary General of IMPACTS Europe
- Catherine DABROWSKI, Co-ordination officer

**Thursday 20 February 2003**

## **Introductory Comments**

### Carme SAN MIGUEL, Francesc NARVAEZ

On behalf of the Mayor of Barcelona, they welcomed the participants and wished them a pleasant stay in Barcelona. They invited them to take advantage of this typical Mediterranean City and to exchange experiences.

They underlined that Barcelona used to be devoted to vehicles but politicians' awareness to pedestrians and two-wheels issues has since, increased and entailed positive changes for the city.

### Laurence DOUVIN

She thanked the Mayor of Barcelona for hosting the conference and more particularly, Carme SAN MIGUEL, City Councillor for Mobility, Pere NAVARRO, Commissioner for Mobility, and Julio GARCIA RAMON, Head of Traffic and Transport Directorate, for their constant implication and precious collaboration within the framework of IMPACTS.

She highlighted the presence, for the first time of delegates of several Latin America Cities who were invited by Barcelona and would try to build, in their own context, a sister organisation to share their experiences and dialog with each other. She thanked the representatives of Rio de Janeiro and Belo Horizonte (Brasil), Quito (Equador) and Guadalajara (Mexico).

She reminded the FREDERIC project dealing with Urban Freight Management, which held its kick-off meeting, during the day before the Conference, with the participation of the European Commission (Dr Eric PONTHEU, from DG Research) the automotive industry, the European Shippers and the Express Transport companies associations.

IMPACTS' partners were also introduced and greeted : the representatives of ERTICO and POLIS, Laurence DOUVIN thanked all the participant Cities for their high representation in Barcelona and introduced Catherine DABROWSKI as Mr GRAINDORGE' s new assistant. Then, she introduced the theme of the Conference which is of some great interest. Indeed, each city is now attempting at reducing the predominance of private cars in town by giving for instance more importance to public transport. This entails an increase in the number of powered two-wheelers, two-wheelers and pedestrians moving in the city. This situation is a source of lots of questions that will be tackled during the conference. She insisted on having a frank and open debate between Cities participants and partners as it has always been the case.

Finally Laurence DOUVIN reminded that the IMPACTS Assembly of Delegates will take place at 17:30, that the projects of IMPACTS Europe are numerous and diversified (FREDERIC, PLUME...).

She concluded with common projects with IMPACTS North America, the next ITS international Congress in Madrid and the intercontinental IMPACTS conference in Geneva and wished to all an interesting conference and a pleasant stay in Barcelona.

## SESSION 1: FOCUS ON MOBILITY IN BARCELONA

### Carme SAN MIGUEL : *Mobility in Barcelona*

PowerPoint presentation (annex 1)

Barcelona is a European and Mediterranean city. It is Spain's second city and the capital of Catalonia. With 1.5 million inhabitants, a 100 km<sup>2</sup> area and 15,000 persons/km<sup>2</sup>, Barcelona is a dense city unable to grow because of the surrounding sea and mountains. The ancient city of Barcelona is formed of narrow streets and octagonal city blocks. As for the Greater Barcelona, it brings together 162 towns and 4,400,000 inhabitants.

Each working day, there are 6,250,000 movements in the city, 2 millions are produced by people entering and leaving the city. Most of the internal movements are made using public transport, most of the external movements are performed with a private vehicle. The total amount of movements by car is 1,600,000 each day. Motorbikes represent 25% of the total number of vehicles.

As a Mediterranean city, Barcelona offers a combination of residential, commercial and tourist mobility. Besides, Barcelona lives 24h a day and people are very prone to using public spaces. They consider streets as being the living rooms of their home. For 5/6 years, the most important problem expressed by citizens has concerned mobility and traffic.

Therefore, the Municipality of Barcelona undertook a participating process and signed the *Mobility Pact*, whose strategy is : to boost public transport, increase movements on foot and bicycle, regulate delivery distribution, encourage rational car use.

As for *public transport*, a major investment program has enabled to increase the mass transit of 15% in the last 4 years; for the next years, the Infrastructure Master Plan is planning to increase the part of public transport and reach the amount of 1,200,000 passengers a year.

*Pedestrians* are also taken into account by the mobility policy : widening of the sidewalks size, more time at traffic lights... A school walking campaign has been organised for children and parents.

Using *bicycles* in the city is also one future option for mobility policy in Barcelona in particular through the Bicycle Strategy Plan.

Concerning *delivery distribution*, surveys have been conducted by the Municipality in order to reach a better understanding of needs and expectations. More loading and unloading zones have been created through chamfered corners and reserved spaces for professionals.

*Private transport* has also been targeted by measures aiming at stabilizing the use of private vehicles: optimisation of the Traffic Network, control of vehicle's access. It must be noted that Barcelona is the European city which offers the most important parking facilities for the residents.

These four Strategic trends are not sufficient, they must be accompanied by an improvement of road maintenance and by enforcement measures : the local police force has been

reorganised, technological elements have been reinforced (traffic light priority, traffic detector, cameras...). Personalised advice intended for users and professionals has been set up by means of the Barcelona website which provides multimodal information on the traffic, the means of transport...

### **Lino MONGE : The Forum 2004 Project**

He showed a video presenting the numerous construction projects.

#### *Pertinent historical points:*

Barcelona has its origins as an ancient roman City which remained enclosed within its city walls until the 2<sup>nd</sup> half of the XIX<sup>th</sup> century. Barcelona grew according to a very Cartesian plan but some features are breaking this regularity, for instance avenues in diagonal which reach the sea. For a long time, Barcelona has turned its back to the sea. The 1992 Olympic Games enabled the city to recover the south east part of the land. The Olympic village was built by the sea. This acted like a chain reaction and Barcelona realised then it was a maritime city. This led to an agreement between local authorities and companies aiming at developing the seafront (Infraestructura 2002). Over the past 20 years, projects of building have never stopped in Barcelona.

#### *New projects*

The new projects planned for 2004 are logistic ones: enlargement of the airport, building of a TGV station...

There are 3 groups of projects related to:

- Economic activity : building of a Convention area with the Forum Building intended to become an icon for Barcelona
- Public areas : building of pools, Thalassotherapy centre, esplanade, underground car parks, aquatic zoo
- Sustainability : modernising waste water disposal

### **Antoni ROIG : Parking Management Policy in Barcelona**

He made a PowerPoint presentation (annex 2) which focussed on Parking Management Policy in Barcelona.

His presentation developed the following points :`

- Parking policy : mission, objectives and strategies
- On-street parking : objectives, strategies and priorities
- Off-street parking at destination and at origin : objectives and strategies
- BSM, SA particular actions, products and services in the mentioned scopes

He especially emphasized the importance of parking policy in traffic management. He pointed out that movements related to professional activity should be limited in so far as public transport could be used for that purpose. He insisted that car park operation should remain a reasonably profitable activity and that discipline should be maintained in order to keep the system well-balanced.

Antoni ROIG introduced the BSM company for which he works as on and off Parking manager.

The company was created in 1982 and is commissioned by Barcelona City Council to work in the field of public car parks, regulation of on-road parking, tow trucks and regular scheduled road transport lines. He explained that there are 56 car parks in Barcelona with 18,000 spaces and that in 2002, more than 2 million passengers took the bus. He also mentioned the figure of 2,310,000 euros transferred by BSM as contribution to the City Council. The maximum parking fare amounts to 2,4 euros for one hour and parking is limited to maximum 4 hours around market places. He also explained the functioning of 300 spaces in the central Eixample crosses in order to eliminate surviving free-parking from the zone and offer an alternative to the illegal short-stay demand. He also mentioned the Minut park system implemented for all rotation users with a 5 minute fraction tariff system following the principle “you’ll only pay for the time you stay”.

### **General Introduction to “Two wheels, Two legs” Mobility policies Overview of the topic, main points to be discussed**

Pere NAVARRO and Maria KRAUTZBERGER introduced the subject “Two wheels, Two legs” mobility policies.

#### **Pere NAVARRO**

He made a presentation on “Motorcycles in big cities” (annex 3).

The motorcycle is the most widely manufactured motor vehicle in history. Whereas cars were designed for highways, motorbikes have been designed as an alternative for urban trips. In big cities like Paris, London etc., figures linked to car traffic have decreased in favour of motorcycle traffic. But it remains obvious that citizens will not renounce the individual vehicle.

Motorcycles have been left out of the mobility policies and it’s high time to be more open about that means of transportation. Indeed, motorcycle is comfortable, costs less money, takes little space to park and promote a young and sports image. Conversely, the accidentability is higher and pollution linked to gas and noise is quite important.

Basic guidelines of motorcycle policies have been defined for vehicles and drivers by the municipality of Barcelona. They concern essentially:

- vehicles (security, speed constraints..),
- drivers ( the age to drive motorcycles, crash helmets... ),
- street driving (reserved lanes, conflict with pedestrians for sidewalks...),
- parking (park on sidewalks...)
- environment (noise control, guideline 97/24/EC...).

#### **Ole THORSON**

Vice-president of the European Federation of Pedestrian Associations, he introduced his organization, the FEPA (annex 4) which gathers 9 European Pedestrian Associations working together trying to obtain better rights for pedestrians all over Europe also through the ratification of the European Pedestrian Charter (European Parliament, 1988). He insisted on the fact that on-foot mobility should be considered as a mode of transport with its own rights

and that cities were invited to ratify the Charter already signed by 20 municipalities in Catalunya.

The difficulty is that the exact number of pedestrians in cities is not known whereas figures concerning car driver volumes abound.

Ole THORSON advised that streets should be planned according to the pedestrian needs first. It means that in most streets, the speed limit should not be higher than 30 km/h, that at least 40% of the street space should be dedicated to pedestrians, and that consequently, the sidewalks for pedestrians should not be less than 3 meters – as this is the case for new sidewalks in Barcelona-.

He mentioned a European project “ARTISTS” (New design of arterial streets) which focuses on environmental acceptable traffic Volume and also laid the stress on actions that could be taken in order to increase safety of cyclists as well, for instance a strict control of the speed limit in particular at the intersections where most accidents occur

Finally Ole THORSON invited the cities to ratify the Amsterdam charter for cyclists and to elaborate the Local Agenda 21 in order to take measures giving better conditions to pedestrians, cyclists and public transport passenger.

## SESSION 2 : POLITICAL OBJECTIVES

Chair : Maria KRAUTZBERGER, Berlin

### Denis BAUPIN, Paris : *Paris : cycling city? Changing city !*

He Made a Powerpoint presentation (annex 5) on Mobility Policy in Paris, in particular with regard to bicycle.

Paris is willing to rebalance the different modes of transport, giving priority to bus lanes, cycle lanes, events such as Paris Plage. This policy is focusing on three aspects :

- quality of the air
- improvement of public space
- accessibility for all

Considering these three aspects, bicycle is a plus. Unfortunately, surveys often mix motorized and non-motorized two wheels. In Paris, bicycle movements represent 1% of the total traffic, which made him say that Paris is not a bicycle city! Indeed, despite short distances to cover, citizens tend to use their private car even if Paris offers many advantages for bicycles ; it has a very high density and there are numerous events organized to make Paris accessible to pedestrians and cyclists : “Voies sur Berge”, “Paris Plage”, day without a car...

Denis BAUPIN highlighted the fact that there are two kinds of cyclists, those used to riding and moving quickly and those new to bicycles moving slower. This complex reality should be taken into account when working out strategies.

Some measures have been taken concerning the management of critical points like intersections, ringroads and struggle against robbery. Paris is in favour of identifying bikes and tries to find solution to parking facilities in particular in old buildings.

As a conclusion, Denis BAUPIN said that bicycle should be given a new role in Paris and more generally in cities by appropriate measures. These measures are to be reinforced by intermodality of transport, experiments like tricycles for deliveries and events like Velocity which will take place in Paris from 23 til 26 September 2003.

### **Frans SOLLEVELD, Amsterdam : Amsterdam : Bicycle City**

After apologizing for Mr VAN DER HORST's absence, Frans SOLLEVELD showed a PowerPoint Presentation on Amsterdam being a bicycle city (annex 6).

He reminded that bicycle is part of the Dutch old tradition, encouraged by a flat landscape : 70% of the population possess a bike and 35% of short journeys are made by bike! A Safety programme has been set up in order to decrease the amount of injuries amongst bicycles and motorbikes: it gives priority to enforcement focused on traffic safety, education measures and a better design of streets.

Frans SOLLEVELD outlined the long term objectives of this programme encouraging bicycle use through :

- an improved main bicycle network designed for longer distance trips, with higher standards of quality, integrated in the city planning
- stimulating movement, by the designing of direct routes over long distances, by improving traffic safety, by limiting parking space for cars
- stimulating garaging by increasing the standards of bicycle parks on strategic location by encouraging intermodal transfers (bicycle/public transport)
- dealing seriously with theft through the means of information put on the internet about stolen bikes – each year 80,000 bicycles are stolen in Amsterdam !
- developing institutional co-operation between traffic engineers, police and justice department, with urban planners as well...
- by supporting financially bicycle projects and associations

As a conclusion, Frans SOLLEVELD tackled projects that should be looked into more thoroughly in the future like white bicycle, parcel delivery and taxis.

### **Antonio HODGERS, Geneva: Pedestrian Policy in Geneva**

PowerPoint presentation : annex7.

In Geneva, the 1980s saw the setting up of a real pedestrian policy which led to the 1996 Pedestrian Plan. The policy implemented was based on safety and communication: for instance, pedestrian routes were given more visibility using signalling, a new organization was set up at roundabouts. Changing the mentalities was at stake with a constant effort in communication with information books, festivals, information points. The challenge consisted in rising the awareness that walking is good for your health and that it enables you to take ownership of your environment.

A five stage master plan was put in place in 1996 in order to:

- encourage walking, through the publication of brochures with specific routes showing points of interest.
- enhancing specific areas and squares to motivate citizens to have a "walk"

- eliminate obstacles on pedestrian routes especially towards the elderly and young children
- slow down traffic by increasing the number of zone 30 and zone 20 but zones 20 are difficult to implement in shopping areas.

Antonio HODGERS finally declared that the Master Plan is accompanied by urban instructions so that infrastructure will no longer be built without taking pedestrians into consideration.

## Discussion

[Maria KRAUTZBERGER, Berlin](#), was impressed by the significant part of the budget allotted to bicycles by Amsterdam and wondered if the situation was the same in Paris or Geneva.

Both [Denis BAUPIN](#) and [Antonio HODGERS](#) answered that it was difficult to have a precise breakdown of the budget by transport mode but it is clear that an investment policy is a general agreement that has to be reached.

[Marcelo CINTRA, Belo Horizonte](#), wondered how the Cities manage to take space from the cars in order to increase the pedestrian safety. He inquired about the engineering techniques used for that purpose.

[Antonio HODGERS](#) answered it is a daily struggle motivated by a strong demand from citizens, residents' associations, schools. This pressure helps to move towards investments. As for the technical aspects of the question, he will send [Marcelo CINTRA](#) a survey by urbanists.

[Julio GARCIA RAMON, Barcelona](#), remarked that Barcelona is now changing its parameters in the constructions, taking pedestrians into account and making sidewalks wider for them (> 3m).

[Friedemann KUNST, Berlin](#), asked himself what is the incentive for starting a bicycle tradition like the one in Amsterdam...

## SESSION 3 / CITY EXPERIENCES AND ASSESSMENT

Chair : [Leif BLOMQUIST, Gothenburg](#)

### **PART 1 : City Experiences**

#### **[Mick HICKFORD and David ROWE, London : Safety on two legs, two wheels : Making London's streets safer](#)**

They started their PowerPoint exposé (annex 8) by reminding that congestion tax was not the only point of London strategy plan for mobility. They quoted [Ken LIVINGSTONE](#) who, before his election in November 2001, put safety at the top priority of his transport strategy.

The London Road Safety Plan aims at monitoring casualties in Greater London by putting great emphasis on increasing safety for pedestrians. The target is to reduce pedestrians casualties by 40 % by the year 2010. By 2001, a 16% decrease was reached.

One of the biggest problems remains the number of two-wheelers and especially powered two-wheelers killed or seriously injured. Besides, the congestion tax will probably entail an increase in the number of moped and motorcycles, strategies have to be found in order to reverse this trend.

The Road Safety Measures and Initiatives are based on three "E" points:

- *Engineering* : engineering schemes have been set up to reduce casualties in most dangerous locations (junctions, zebra crossing...)

*Education & Campaigns* : three months ago, 2 million euros have been spent on promoting a film campaign aimed at motorcyclists and conspicuonsness. Another campaign aimed at teenagers pedestrians has been launched using play station design -with the agreement of Sony-. Leaflets have been distributed at risk point both to vehicle drivers and to two-wheelers.

- *Enforcement* : more safety cameras using new digital technology have been installed to control speed limits and change driver behaviour .

Mick HICKFORD remarked that the congestion tax will play a large part in reducing casualties related to the level of traffic. He reminded the principles of the congestion charging : the London scheme requires drivers to pay 5£ per day if they wish to continue driving in central London from Monday til Friday from 7 a.m til 6.30 p.m. There are a range of exemptions available for some category of people (disabled persons, residents in the area, all two-wheelers, taxis...). There is a network of 203 camera sites monitoring every entrance and exit of the Congestion charging zone, connected to the central registration plates database. The charge can be paid through a call centre. The money collected must be reinvested in transport. So far, the traffic volume has decreased by 25% but the period was also coinciding with school holidays, the first signs are very encouraging.

Mick HICKFORD promised to come back to this subject in 6 months to speak about the consolidated results.

### **Friedemann KUNST, Berlin : Bicycle use in the transportation future : a result of Berlin's Urban Transportation Development Plan**

Berlin Bicycle Policy within the general Transport policy (annex 9).

His presentation focused on:

- the advantages of the city of Berlin for bicycle traffic :
  - mix of housing, shopping, working and leisure areas favouring the use of bicycle
  - favourable allocation of density between streets and green areas
  - poly-centrality of the city structure which entails a distribution of high density areas
  - a rather flat topography
  - numerous zones 30 covering more than 70% of the City
- the reasons for giving priority to non-motorised traffic in the transport policy
  - the supremacy of motorised traffic led to multiplied urban inconveniences (noise, air pollution, safety...) that seriously need to be curbed
  - the need for a mobility for all at a low-cost and environmental friendly

- the financial difficulties Berlin is facing urge the city to take low-priced and highly cost-effective measures
- the current situation of bicycle traffic
  - 10% of all movements are made by cyclists
  - 73% of the households in Berlin possess at least one bicycle
  - the bicycle network has a total length of more than 900 km
  - during rush hours, the combination of bicycle and public transport is almost faster than the car
- the obstacles to more bicycle traffic
  - the bicycle network is still a patchwork due to limited budget over the past years and to streets in bad condition
  - as the road network was not designed originally for bicycles, they are quite dangerous for two-wheelers. 13% of road casualties concern bicycles.
  - there is an obvious lack of dedicated parking space in Berlin
  - there is now a charge for carrying a bike in public transport

Friedemann KUNST explained that the Urban Transportation Development Plan intends to promote bicycle traffic which is a very cost-effective and non-polluting means of transportation. The city is willing to increase the share of bicycle transport and therefore is prepared to devote gradually more budget for that purpose.

A bicycle traffic strategy has been defined in the plan including among others communication actions, increase in parking facilities, a more dense bicycle network (with release of one way street, of promenades...), optimization of traffic lights at dangerous points. He ended his presentation by emphasizing the importance of a good information policy in order to change mentalities and shift from car use to bicycle use.

### [Maurizio TOMASSINI, Rome : Rome, a kingdom for motorbikes : facing the challenge](#)

PowerPoint presentation: annex 10.

Rome needs to limit the traffic. For that purpose, an access control system has been set up in particular at rail ring where the access is denied to a category of vehicles (non-catalytic diesel car for non residents, non catalytic cars for residents...). In order to enforce these measures, transponder devices have been installed on the outskirts to read vehicle plates. Consequently, drivers are attempting at by-passing the cameras system but so far, an average 15 driving licences have been suspended each day and the number of violation per day tends to remain stable. Besides, the access flows have been decreased by 15 % !

Maurizio TOMASSINI tackled the issue of E-vehicles in Rome. There is a E-minibus network cruising City Centre with 4.5 million passengers a year. A partnership with French E.D.F. enables to develop bigger E-buses.

An attempt has been also made at promoting the electric scooter with young people but the success of the operation was limited : the renting demand is getting lower each year in spite of E-scooters recharging facilities and events such as E-scooters contest on the web.

By Christmas 2002, Rome experimented with the TRIDENTE project, which provides e-vehicles with a reserved area whose access is not allowed for non-electric private vehicles. This project met with violent reactions from the media at the beginning but managed to diminish the number of scooters and received positive responses from the shopkeepers.

As a conclusion, Maurizio TOMASSINI anticipated a probable extension of the access control system to non-catalytic powered two-wheelers which should contribute to decrease the traffic in a significant manner. Maurizio TOMASSINI reminded that there are 600,000 registered motorbikes in Rome.

## **PART 2 : Specific Issues**

### **Christophe RIPERT, Paris : Experimenting Electric Tri-Cycles for final deliveries in Paris Centre**

In order to start his presentation (annex 11) on electrical tricycles, Christophe RIPERT drew up a report about the situation in Paris where goods movements represent almost 12% of road space and generate considerable amount of pollution. Therefore, the City of Paris has decided to experiment the use of electrical delivery tricycles for the final stages of goods deliveries in central districts.

Further to a feasibility study and a call for applications, the project has been implemented with a logistical support space reserved in the centre of Paris and the guarantee of a follow-up and evaluation of the experimentation.

Concerning the Electrical Transporter Tricycle, it costs 2,500 euros and is manufactured in Nantes (France), has an average speed estimated to 12km/h with a 20 km autonomy. A spare battery can be carried extending the capacity to 40 km enough for 7 hours delivery. The tricycle can use standard road network as well as cycle and bus lanes. A 600 m<sup>2</sup> space is available as parking area. It is also used for maintenance and secretariat purposes.

This tricycle could be used mainly for food products, flowers, servicing products and express freight and parcel deliveries. The sales price amounts to about 10 euros net per run and 2,800 euros net /month for the tailor-made service..

Christophe RIPERT explained that the launching of the experiment involved the testing of 96 shops covering the first 4 districts of Paris including department stores & large groceries for tailor-made service and commercial outlets for delivery-run service.

As for the results of the survey, the delivery-run service is of some interest for 62% of the tradespeople and 90 commercial outlets are willing to use this service at a price rate of 10 euros. The Tailor-Made service needs to be clarified in terms of feasibility and viability.

It must be noted that this project is part of the City freight programme funded by the ADEME (French Agency for the Environment and Energy Resources).

Christophe RIPERT concluded saying this project is keeping to Paris Mobility Policy and provides a solution to the concerns of the citizens in terms of pollution and noise amongst others and with the needs of commerce and firms.

### **Daniel AUGELLO, ERTICO and Renault : Pollution and Greenhouse, Energy, Motorization**

Daniel AUGELLO presented (annex 12) facts and figures related to Pollution, Greenhouse, Energy and Motorization. Daniel AUGELLO is Renault Transportation Policy Delegate.

Road transport has since 1995 considerably reduced its pollutant emissions which are nearly stabilised. However, greenhouses gases can be stabilized but not reduced any further. One can notice high levels of pollutant emissions for powered two-wheels.

The development of CO<sub>2</sub> emissions remains a challenge to be taken up in future years by industry : at a world level, all modes of transport taken together account for 18% of global CO<sub>2</sub> emissions, the road transports for 11%. As far as European private vehicle is concerned with CO<sub>2</sub> consumption and emissions, significant improvement has been reached over the past 15 years, reducing the consumption from 7.1 l/100 km down to 6.6 l/km. The CO<sub>2</sub> issue has been seriously taken into consideration by European car manufacturers coming to a mutual agreement on that theme.

As for alternative fuel, LPG constitutes the best solution. Indeed, hydrogen is not the miracle remedy for its production requires a high level of energy.

As a conclusion, Daniel AUGELLO observed that the automotive industry supports sustainable Mobility solutions. In fact, pollution related issues can be answered both by a change in the transport habits (giving the priority to two-wheels, pedestrians and public transportation ) and by the striving of industry to decrease the importance of pollutant factors. These actions must be achieved through a collaboration between politics and scientists.

## **ROUNDTABLE DISCUSSION**

**Moderator : Frédy WITTWER, Geneva**

[Frédy WITTWER](#) as a moderator, retained that there is no more antagonism between motorized and non-motorized traffic. The question is to improve citizens' quality of life within the city and it can only be achieved by considering both transport modes together.

He also raised the question of legislation : in fact, texts concerning road transport and environment abound whereas there are only a few concerning pedestrians and two-wheelers. He took the example of Geneva where constructions participating in sustainable mobility have been made against the law because European legislation has not provided texts for pedestrians or bikes. Cities are forced to be "eurocompatible". Politicians have difficulties to include this subject in legislation.

[Denis BAUPIN](#) reacted against car manufacturers who keep on selling vehicles with powerful engines and who act as a strong lobby putting the pressure on legislators. He also alluded to car advertisements that do not reflect the environment of cities. He agreed with the lack of texts in particular concerning delivery vehicles and advised that mobility should be integrated into urban planning. He concluded that economic logic should be inverted.

[Carne SAN MIGUEL](#) said it is time for cities to find alternatives to private vehicles and to deal seriously with Traffic City Matters. She suggested that cities should play a more important role in the legislative process but this could only be done by giving more authority to Mayors. IMPACTS network could lobby European legislators to obtain improvements in cities.

[Maria KRAUTZBERGER](#) agreed and reminded that cities should get organized in order to be heard at a European level in so far as European budget is for 80% devoted to agriculture whereas 80% of Europeans live in cities!

[Robert STUSSI](#) insisted that cities should involve businesses in their policies.

The problem of casualties was also raised. It was proposed to limit the speed to 30km/h instead of making bike paths because at junctions, cyclists are not seen either by truck drivers or pedestrians.

**Friday 21 February 2003**

## SESSION 4 : ACTION PLANS

### [Julio Garcia RAMON, Barcelona: Pedestrians and motorcyclists coexisting in Barcelona](#)

He made a Powerpoint presentation (annex 13) on Pedestrians and Motorcyclists coexisting in Barcelona.

This presentation focused on the following main points :

- *Modal distribution of trips in a work day* : 39% of internal trips are performed by public transport and 36% on foot whereas 64% of Internal-External trips are performed by private vehicles and only 4% on foot. The share of public transport for internal trips increased by 6% from 1999 until 2001. The total amount of Internal-External trips amounted to around 2 millions in 2001.

- *Motorcycles* : in 2001, journeys on motorcycles increased by 2.8%. The most important problem related to motorcycles concern parking and accidents. Barcelona has significantly increased the number of parking spaces but citizens tend to park their motorcycle on the sidewalks. Julio GARCIA RAMON stressed the importance of providing motorcycle parking space for new buildings as well as car parking lots.

- *Bikes* : Barcelona is giving priority to cycle mobility : indeed, during the year 2001, the length of the bicycles network increased by 5.35%. The Bicycle Master Plan set up by the city of Barcelona promote the use of bicycle. This is also advertised through "The Bicycle week "and by a website devoted to bicycles. In order to fight against theft, the promotion of bicycles register has also been implemented.

- *Pedestrians* : in Barcelona, 138.17 Ha are pedestrian zones. Especially in the Old Town, you can find numerous pedestrian zones (45,6% of the Old Town). Bollards have been installed through the whole town in order to control the access and prevent vehicles to enter pedestrian zones during periods of the day. To encourage walking, a campaign has been launched in collaboration with the Camper brand which explains the advantages of walking through a dynamic and innovative image.

Numerous measures have been taken in favour of pedestrians for instance the widening of pavements, signposting, zebra crossings and traffic lights for pedestrians, green corridors... A programme of surveys aimed at pedestrians has enabled to know this subject better (speed, injuries, discipline...).

As a conclusion, Julio GARCIA RAMON talked about the project to make the Ramblas all pedestrian in two years time, which he says is a miracle project!

### [Leif BLOMQUIST, Gothenburg : \*The Pedestrian, the most important user in town\*](#)

He axed his presentation on pedestrians being the most important road users in the city. Indeed, unlike the other modes of transport, walking is accessible to all, children, elderly people, mentally disabled. When walking, your body is not protected at all, thus collisions with motorized vehicles cause serious injuries. The higher the speed of the vehicle, the more serious is the accident.

In Gothenburg, since 1978, traffic accident information has been reported both by the police and by hospital emergency services. This has shown that cyclists, pedestrians and unprotected road users were most often killed in traffic accidents.

This can only be solved by either completely separating vehicles and pedestrians, which is impossible to implement in a city or by drastically limiting vehicle speed under 30 km/h at strategic locations.

This has been successfully applied in Gothenburg.

However, simply reducing speed does not produce enough good results. It has to be accompanied by physical traffic-calming measures such as speed bumps, chicanes and other restrictions like roundabouts. In Gothenburg, about two thousands of such traffic-calming devices have been installed. This has not only considerably reduced the amount of accidents but also enabled the traffic volume to switch from local streets to the link road network. The environmental benefits are significant : less noise, less pollution in residential areas.

Leif BLOMQUIST remarked that ambulances and fire engines have to be taken into consideration in this new organisation of the traffic. Therefore, regular meetings between representatives occur to find joint solutions.

From being a city with dangerous traffic conditions in the 1990s, Gothenburg is now regarded as one of the best in Sweden in terms of traffic safety! The results must be consolidated for the future.

### [Monica HILDINGSON, Birger HOOK, Stockholm : \*Making Stockholm a biking City\*](#)

Monica HILDINGSON introduced the city of Stockholm (annex 14) and its efforts to become a bicycle city.

Stockholm is not a bicycle city by tradition mainly because of its climatic conditions. However, four years ago, after the elections, a new programme was set up aiming at

improving conditions for the bikes through the building of new bicycle lanes. From 1998 to 2002, approximately 4.5 millions euros have been spent on building cycles paths.

This policy aroused scepticism amongst citizens afraid of traffic safety and among shopkeepers afraid that car parking spaces might disappear. But after 2 or 3 years, critics went down and the last elections enabled this programme to go on.

In Sweden, the interest in two-wheels Policy has kept growing in front of the increasing number of bikes and mopeds in the city.

Monica HILDINGSON insisted on safety measures for cyclists like the use of bicycle helmet.

Birger HOOK continued the Swedish presentation. He introduced himself as being in charge of the transport policy for the National Road Administration.

He listed two obstacles regarding the implementation of a bicycle policy : the water representing potential obstacles to be crossed and the 26 local authorities which needed to cooperate in order to implement harmonised measures.

A Regional Cycling Programme has been worked out for the period 2002-2006. It aims at increasing the use of cycling by 50% and to decrease the number of accidents.

There are 4 areas of focus : infrastructure, organisation, knowledge & development and communication. The fulfilment of the plan should be discussed between the local authorities as well as the dedicated budget.

### [Otto SCHWEZ, Vienna : Travelling safely on two wheels and two legs in Vienna](#)

Otto SCHWETZ made a PowerPoint presentation (annex 15) on the situation in Vienna for two wheels and pedestrians.

Otto SCHWETZ introduced TINA Vienna Transport Strategies Gesm.b.H (Transport Infrastructure Needs Assessment), special division of the City of Vienna's Chief Executive Office aiming at dealing with transport issues.

In order to reduce car traffic, Vienna is promoting the use of public transport for short distances, car sharing, car pooling, bicycle and walking.

Otto SCHWETZ mentioned the Pan-European Bicycle Paths Network , a network taking account of security, safety and environmental aspects all through Europe.

In the central districts of the city, it is possible to pick up a "Viennabike" and return it to one of the 235 stands. The bikes are available free of charge and 24 hours a day.

At the moment, infrastructure for cycles offers 1,800 facilities for parking more than 15,000 bikes in strategic points.

Permanent counting methods have been developed and installed, enabling to register all bikers, their direction, the date and time. Thereby, the characteristics of cycle traffic can be analysed in an accurate manner.

The biking network has developed over the years to reach the length of 890 km. A 5-years investment programme plans an extension of the network to reach a final target of 1,100 km in total.

When pedestrians are concerned, measures have been taken in order to reduce accidents: limitation of speed to 30km/h, road elevation at tram stops and crossings, kerb extension to

improve visibility conditions, reduction of incoming traffic in the city centre through parking zones with limited parking time.

## DISCUSSION

The following discussion laid the stress on the efficient measures to be implemented in order to reduce the number of injuries amongst pedestrians and cycles. It was agreed that key elements are the reduction of the speed limit down to 30km/h, the reinforcement of safety elements such as helmets and the creation of good cycle lines.

However, education of drivers was also underlined as being an essential point to raise public awareness towards pedestrians and cyclists.

Indeed, [Friedemann KUNST](#) remarked that in Berlin, drivers are not inclined to follow speed limit on wide city streets where they feel like being on a highway.

[Mick HICKFORD](#) agreed and added that in London, most accidents occur on main streets where traffic is mixed.

On this subject, [Philippe CAUVIN](#) stressed the importance of a collaboration with the shopkeepers' associations.

[Otto SCHWETZ](#) took the example of Vienna trying to separate the cyclists flow from the car traffic.

[Pierre SCHMITZ](#) reminded that the European Commission requires its Member Countries to reduce accidents by 50% by the year 2010 and insisted on developing new enforcement devices. He referred to digital systems that are yet to be approved.

[Frédéric WITTWER](#) found it preferable to talk about bike policy rather than citing the length of cycle network which is not meaningful according to him.

[Jean-Louis GRAINDORGE](#) was surprised that nobody mentioned clearly the technical aspects of the problem. Besides, no remark was uttered on the vulnerable part of the population especially disabled people, the elderly and young children. He asked [Julio GARCIA RAMON](#) whether the Barcelona website offers comparative multimodal measures.

[Julio GARCIA RAMON](#) first explained that statistics on pedestrians were done using infrared devices at strategic points but with a high cost, the results are deceiving. He confirmed that the website provides detailed information on each mode of transport to be used to go from A to B. He also remarked that in Barcelona, pedestrians are given more time at traffic lights than vehicles. Moreover, pedestrians are given a further protection with the intermediate orange light.

[Töbjörn BIDDING](#) tackled the theme of new technologies, referring to 2 European projects in Berlin and Paris to put speed warning devices inside vehicles. He expressed the need for a road database listing all the speed limits.

[Monico ROSALES](#) explained the situation regarding Mexican cities and more especially Guadalajara:

Guadalajara is a 4 million inhabitants city.

The car fleet has shown an extraordinary 20% increase between 2001 and 2002. This trend will continue in so far as credit makes it very easy to purchase a private vehicle. Besides, the

image of bicycle is connected in national consciousness to underdeveloped countries. Even the creation of bicycle paths has been fought against by citizens who took the government before court.

In Guadalajara main streets, the average speed is above 40 km/h. But traffic lights are well synchronized thanks to satellites and computers. In some areas, the stream of pedestrians is very dense reaching 10,000 pedestrians/hour in very busy places. Pedestrians need to be disciplined to keep off the motorized vehicles. The city has built bridges in order to alleviate the overcrowding but these measures are not sufficient.

## **SESSION 5 : THE ENLARGEMENT OF IMPACTS TO NEW CITIES AND NEW PARTNERSHIPS**

**Chair : Mr Francesc NARVAEZ, Barcelona**

### Frédy WITTWER

He reminded that IMPACTS is a network bringing together Capitals and Big Metropolis officials and information & communication technicians for transportation.

Its goal is to set up an interactive and permanent framework of dialogue to compare, discuss and exchange strategies on mobility and transport issues. This exchange is strengthened on the occasion of conferences, organised twice a year and through research co-ordination.

The invitation of Latin America Cities is part of a willingness to expand this concept and it is also foreseen to approach Cities of Eastern Europe for the same purpose.

Should the concerned cities express a real interest, the process would be developed further and would perhaps result in the creation of a third organisation which could be called IMPACTS South America.

### **Part 1 : ENLARGEMENT TO LATIN AMERICAN CITIES**

#### Ayrton XEREZ, Rio de Janeiro, Brasil

He thanked IMPACTS and all the participants. He was delighted to listen to European countries' experiences in the field of Mobility. He expressed his enthusiasm at exchanging ideas on such matters with Europe and North-America and at creating a third organisation for Latin America.

He introduced the city of Rio de Janeiro through a Powerpoint presentation (annex16).

Rio has a population of 5,500,000 inhabitants on 1,200 km<sup>2</sup> -whereas Barcelona is only 100 km<sup>2</sup>.

The Atlantic ocean laps the city's shores.

76% of the traffic is made by bus.

The cycle network is 140 km long and is to be extended in the future years .

In 1995, the city started the building of a cycle network on the sites popular with tourists, in particular on the sea shores. The safety elements have been taken in consideration : protection gates have been installed, road surfaces have been coloured for a better signalling intended for pedestrians and cyclists.

### [Monico ROSALES, Guadalajara, Mexico](#)

He remarked that the legislation on transit and transport gives priority to pedestrians in comparison with other transport means. But, bicycle issues have been put away of legislative texts in favour of cars and Guadalajara does not have 1 km of cycling path!

### [Hidalgo Aurelio NUÑEZ, Quito, Ecuador,](#)

He introduced the city of Quito which has a population of 12 million inhabitants and a very high level of density.

The city experiences significant pollution directly linked to pollutant emissions from motorized vehicles. Indeed, the bus fleet amounts to 1,600 vehicles, all of which are in very poor conditions. Only 113 buses meet the euro 2 standard. Among 13,000 taxis, 8,000 are legally registered ! An emission control plan has been set up but improvements have still to be made in that direction. Besides, the climate and geographical situation have prevented the city from developing alternative modes of transport like bicycle.

In 1993, the collaboration with Spain enabled the city to develop 113 km of bus reserved trails. This network is to be extended by 100 km in the next 10 years. This system also fits in the social solidarity scheme in transport matters initiated by the city which involve a participation of citizens in the local transport policies.

Hidalgo Aurelio NUÑEZ noticed that Quito is part of the world heritage list and therefore is considerably protected. He learnt a lot about the differences between Europe and South America, in particular about the place given to the car.

He invited all the participants to come in Quito next year for the 25 years celebration of Quito being on the world heritage list. He would very interested by the creation of a structure like IMPACTS.

### [Marcelo CINTRA, Belo Horizonte, Brasil](#)

Belo Horizonte is a a new town built only 105 years ago in the Minas Gerais state. The city has been carefully planned with landscaped avenues and residential suburbs.

Programmes have been conceived in order to give priority to public transportation and to pedestrians : traffic control and safety schemes aim at integrating pedestrians into urban transportation. In 5 years time, the amount of accidents decreased by 50%.

The setting up of a City Renovation plan will enable to integrate bike in the mobility policy. But, due to a poor topography of the city, only a few actions have been implemented.

Marcelo CINTRA cited the Transport Secretary Forum and the Urban Planning and Traffic Commission as existing means to exchange information between South American cities. He would be very interested to create a network of cities on Mobility issues.

## **PART 3 : IMPROVED PARTNERSHIPS**

### **METROPOLIS**

The presentation was made by Josep ROIG, Secretary General Metropolis, City of Barcelona.

Metropolis (annex17) is an international association of 78 global cities. It works towards developing solutions to issues affecting large cities such as urban planning and development, the economy, the environment, transport, infrastructure and communications. Metropolis' president is The Mayor of Barcelona, Joan Clos I MATHEU.

Every three years, Metropolis holds a major international congress, which sets the pace for the Association.

For that purpose, 6 working commissions addressing specific areas selected by the Association's General Assembly are set up over a period of three years. For the 2002-2005 period, the working commissions deal with the following themes:

- Metropolitan Governance
- Urban Poverty and Environment
- Urban Waste Management
- Urban Mobility Management
- Metropolitan Performance Measurement
- Water Management

The first standing commission meeting for Urban Mobility will take place in Istanbul next 29 September 2003.

Metropolis website can be accessed at [www.metropolis.org](http://www.metropolis.org)

A co-operation was agreed between Metropolis and IMPACTS on Mobility issues.

[Friedemann KUNST](#) underlined the real interest of Istanbul meeting which will enable different cultural approaches on mobility. He invited all the IMPACTS members to this meeting.

### **POLIS**

[Isabelle DUSSUTOUR](#), Executive Director of POLIS introduced POLIS (Annex 18) a network of European Cities and Regions working together on transport and related environmental and urban issues whose aim is to promote innovation in transport both at technical and organisational level through :

- learning from each other through workshops, conferences and a website
- implementing innovative solutions
- promoting sustainable mobility.

Isabelle DUSSUTOUR advised to consult POLIS website at [www.polis-online.org](http://www.polis-online.org).

## SESSION 6 : IMPACTS EUROPE ACTIVITIES AND CONCLUSIONS

### Chair : Laurence DOUVIN, Impacts Europe President

#### **IMPACTS in European Projects**

#### **FREDERIC**

[Arnold VAN ZYL](#) introduced the issue of vehicle within the environment and hoped that FREDERIC will contribute to support efficiently this kind of approach.

[Thomas SPOORMANS](#) made a PowerPoint presentation (annex 19) illustrating the FREDERIC project.

FREDERIC is a partnership between cities, automotive industry and shippers. The consortium is now formed of ACEA/EUCAR, IMPACTS/URBA 2000 and the European Shippers Council. Are also participating the European Express Association and the Freight Forward Association.

Within the frame of the White Paper Policy, the objectives of FREDERIC are first to build a joint vision on Freight Delivery between all stakeholders on:

- innovation and harmonisation of regulatory measures
- innovation in organisation and logistics
- innovation in transport means

And based on this vision, to define concrete project ideas.

#### **PLUME**

[Jean-Louis GRAINDORGE](#) remarked that the PLUME project (annex 20) is a 3 years project, which is part of a more massive programme, the LUTR ( Land Use and Transport Research) which gathers projects addressing issues of sustainable development and urban mobility under the City of Tomorrow Key Action.

The objective of the PLUME Thematic network is to facilitate the transfer of innovation in the field of planning and urban mobility from the research community to end users in the cities of Europe in order to improve urban quality of life.

The first PLUME workshop will take place in Brussels on 3 and 4 April 2003.

#### **The E.U. 6<sup>th</sup> Research Framework programme**

[Pierre SCHMITZ](#) reminded that several IMPACTS Member Cities are currently involved in the Capitals ITTS project that will develop, set up and demonstrate Integrated Travel and

Tourism Services (ITTS) for users in 5 EU Capitals (Berlin, Brussels, Paris, Madrid and Rome) already having developed their mobility services.

Then, he introduced the 6<sup>th</sup> Research Framework programme (annex 21) initiated by the European Commission to promote Research, Technological Development and Demonstration. This programme does not cover all areas of science and technology, it focuses on chosen thematic priorities and selected topics within these priorities.

One of the thematic areas concerns Sustainable Development, Global Change and Ecosystems in which can be found the sub category covering Sustainable Surface Transport. Within this category, the programme “city logistics” should support all city logistics actors through the dissemination of best practice and encouraging exchange and co-operation.

He made a short presentation of two European projects that might interest European capitals:

- Capitals Freight Delivery : a project developing and demonstrating freight delivery services according to the needs of both private organisations / end users and public authorities. The deadline for the proposal is 15/04/03.

- Capitals Safety within the e-safety for Road and Air Transport programme. This proposal should aim at developing urban traffic databases with in particular safety-related elements for the multiple public and private use in transport applications and services for control and information. The deadline for the proposal is 24/04/03.

## LAST COMMENTS AND CLOSURE

**Laurence DOUVIN** thanked the participants for their attention but regretted there was not enough time for debates. She also found there was a lack of data concerning handicapped people, the elderly and young children. She insisted on taking into account the few inquiries concerning these users.

She also mentioned the growing importance of motorcycles, which will become a serious element to be considered in Mobility Policy.

She reminded that the European Commission lays the stress on reducing by half the number of accidents and therefore safety implementation and regulation issues should be more thoroughly considered.

She proposed to maintain the theme for the next conference in Geneva with more focus on safety and to organise roundtables between cities in order to develop topics and collect best practice.

She passed on the greetings from North American partners, Ilan JURAN, Miguel d'ESCOTO and Andera d'AMATO who expressed their friendship and support to IMPACTS members.

**Antonio HODGERS** was pleased to welcome all the participants, on behalf of the Government of Geneva Canton, to the next IMPACTS conference hosted by the city of Geneva that will take place on 12/13/14 November 2003.

[Maria KRAUTZBERGER](#) reckoned that the conference showed very serious and dense contributions. She advised to develop on roundtables the topics tackled during the discussions.

[Pierre SCHMITZ](#) reminded the obligation to reduce the number of accidents by 2010 and expected that the cities will explain in Geneva what practical measures they have implemented.

[Daniel AUGELLO](#) stressed that vehicles, drivers and infrastructure should be considered together within the frame of Mobility policy.

[Laurence DOUVIN](#) thanked Geneva, the representatives of Latin America and the City of Barcelona. She mentioned the conference that will take place in Quito on 12/14 March. She finally thanked Carmen SAN MIGUEL, Pere NAVARRO , Julio GARCIA RAMON, all the team of Barcelona, the translators and expressed her gratefulness towards Jean-Louis GRAINDORGE for his hard work and constant implication.

[Laurence DOUVIN](#) closed the conference.