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Foreword from Laurence Douvin

Dear members and partners,

Welcome to the first edition of our newsletter. Its purpose is to be a permanent link between us and our partners, apart from the periods when we have our European or intercontinental meetings.

We intend to publish this newsletter three times a year, first on our website, then possibly on paper for distribution at external events and to future partners.

This newsletter is yours. We do not have exclusive rights on it. On the contrary, we are waiting for your ideas, collaboration and remarks.

The subjects we have selected have been chosen to bring you a better knowledge of the member cities. In this edition you will find a leading article concerning an IMPACTS city, news from a selection of cities, information regarding the future of IMPACTS South America and of course a diary of our conferences and European activities.

The success of our newsletter will depend on your participation in providing what is happening in your city. It will also allow you to express your point of view, on a topic of your choice, to the elected officials in charge of transportation issues in the other cities.

Furthermore, keeping in touch through the newsletter will enable us to be more efficient each time we



meet, through knowing the situation in member cities.

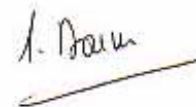
It is also the way to develop contacts and cooperation between members throughout the year.

As people are important, each newsletter will feature an interview with one of us.

We will also be glad to publish the names of each new person from your city to be involved with IMPACTS.

In conclusion, I would like to thank the London team for producing the newsletter and I ask you to help us make improvements.

Please do not hesitate to contact Catherine Dabrowski email: CatherineDabrowski@wanadoo.fr with your feedback and be prepared to answer any requests for information.



Faithfully,
Laurence Douvin

Congestion charging calms London

On February 17 2003 the eyes of the world were fixed on London as the first congestion charging scheme to be delivered in a European capital city became a reality.

The latest results, published in June, from early monitoring programmes show that after three months of operation the scheme is exceeding its targets for reducing traffic and congestion in central London.

The results form part of a comprehensive five year monitoring programme which is being undertaken by Transport for London (TfL).

The Mayor of London, Ken Livingstone, said: 'These results confirm that traffic congestion and journey times for motorists, bus passengers, and business journeys are significantly reduced both inside and outside the congestion charging zone.'

central London are good for business, tourism and Londoners.'

[The 3-month congestion charging report is available on www.tfl.gov.uk/tfl](http://www.tfl.gov.uk/tfl)

Overall the new results show that traffic is moving more quickly and the reduction in congestion has exceeded targets.

Results from a full bi-monthly survey of journey times on 70 kilometres of road inside the charging zone, carried out during March and April 2003, show that the average speed of traffic across the charging day (including time spent queuing at junctions) has increased year on year by 37 per cent to 11 miles per hour (17 kilometres/hour). This compares with eight mph (13kph) at the same time of year in 2002 and nine mph (15kph) in the last few weeks before charging was introduced.

Year on year comparison of the bi-monthly results indicate that the reduction in congestion during charging hours amounts to a 40 per cent reduction. TfL's expectation was a congestion reduction of 20-30 per cent.

The first annual report of the central London congestion charge scheme is also published today and shows in detail for the first time the baseline monitoring data against which the impacts of the scheme will be assessed. The monitoring programme covers traffic, transport, economic and business, social and environmental impacts.

'Reduced traffic levels have stabilised in central London remarkably quickly after the introduction of congestion charging. Even those who were previously sceptical are now able to clearly see the benefits that the scheme has brought.'

Fewer traffic jams and faster, more reliable journey times into and within

[the Impacts Monitoring First Annual Report is available](#) .



Other results after three months

- An average of 98,000 individual drivers and 12,000 fleet vehicles pay the charge each day.
- Traffic levels entering the zone continue to show a 20 per cent reduction.
- Charging is delivering above the expected reductions in congestion inside the zone.
- Traffic levels inside the zone have reduced by some 16 per cent - TfL's expectation was a 10-15 per cent reduction.
- Car journeys to and from the zone are quicker and more reliable than before the introduction of the scheme. Results from TfL's driver survey show typical savings on a round trip to and from the zone are in the region of 13 per cent.
- Diverted traffic is being successfully accommodated.
- The various payment systems are working well, with retail proving to be the most popular, making up 37 per cent of total payments. There has been a steady move away from paying via the call centre towards payment via SMS text messaging. SMS payments have increased from 12 per cent of payments to 19 per cent since 17 February. A further 25 per cent of payments are being made via the Internet.
- As projected, the majority of drivers changing their travel patterns due to the charge have transferred to public transport with many choosing to travel by bus. Some, who had previously used central London as a cut through, have diverted from the zone. The remainder have switched to using their cars at different times, to different destinations, to taxis, motorcycles, pedal cycles, or to walking or have responded in other ways (eg car sharing).
- The cameras, communications

Location of Congestion charging area within Greater London



and number plate reading systems have all been working effectively.

- Bus journey times are improving with big reductions in delays due to traffic congestion. Service reliability is improving too.
- As of mid-May, some 250,000 penalty charge notices (PCNs) had been issued.
- The level of PCNs being paid promptly is increasing (over 50 per cent are now being paid within 14 days, which is comparable with borough parking enforcement) whilst the level of representations received by TfL against PCNs is reducing (currently at some 20 per cent of PCNs issued) indicating increasing understanding of the scheme and levels of confidence in data accuracy.
- Two per cent of the total of all PCNs issued are currently resulting in an appeal to the independent adjudication service, in line with TfL predictions.
- The full range of enforcement procedures are now in place but not fully complete. The overall enforcement process is continuing to settle down.
- The five-year monitoring programme is proceeding well. A comprehensive programme of surveys and studies has been put in place to monitor the impacts of the scheme including the traffic, transport, social, business and environmental effects of charging.

News from IMPACTS cities

We are sorry that we could not include news from every city in this edition. News from Amsterdam, Stockholm and Gothenburg will be included in the next edition.

Berlin

Berlin adopts a new Strategy for Mobility

Two and a half years of intensive work have come to a promising end. On 8th July 2003, the Berlin Senate passed a resolution for the new Urban Development Transport Plan - "mobil 2010".

This modern integrated strategy will enable Berlin to satisfy the city's mobility needs by combining economic efficiency, social justice and a higher degree of environmental compatibility.

In the decade following the German, and in particular Berlin political unification, the Berlin Transport Policy consisted mainly of creating a new infrastructure. The former division of the city, and its separation from the international transportation

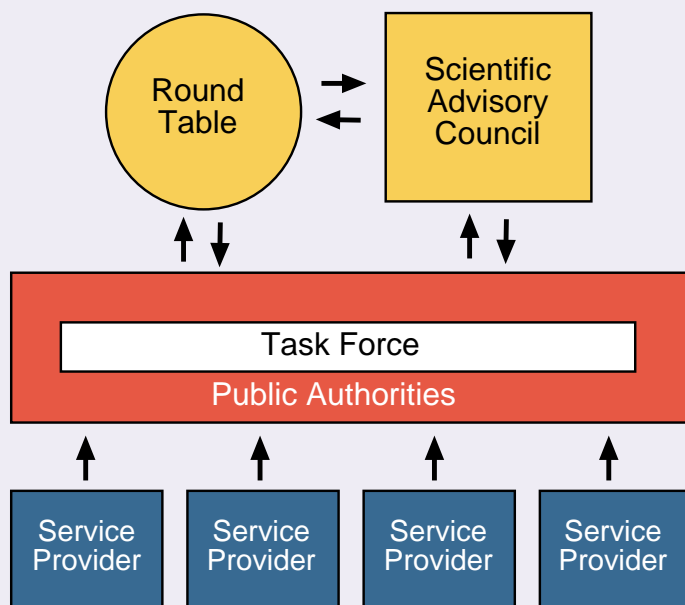
system has left marks that can still be observed today. For this reason, there will be necessary tasks of completion and enlargement of the present traffic infrastructure, despite certain conflicts with environmental matters. Nevertheless, the new Strategy establishes clear priorities in favour of the preservation and qualification of present facilities over further infrastructural enlargement. It aims at a better exploitation of the existing capacities by using intelligent organization and telematics-based technology. Also it increasingly promotes non-motorized traffic and intends to avoid a further rise in motorized traffic.

The new strategy targets the time horizon of 2015 and contains a programme of precise measures until the end of the current legislative period in 2006.

Not only the strategy itself is new, also new ground has been broken in establishing this large-scale planning work by means of a genuine consultative process. The entire work process has been accompanied by a 'Round Table' gathering of 20 representatives of relevant actors and interest groups, as well as a Scientific Advisory Council.

Transport Policy in Berlin

Planning process



Barcelona

Photo control

On 20 January 2003, the traffic light control system, photo control, started at seven crossings in Barcelona city.

It is part of a strategic aim to improve road security, because the second highest cause of accidents in Barcelona is failing to comply to traffic lights.

In order for Barcelona to increase traffic light discipline, we have chosen 7 crossings to act as a test set. These crossings are those with the highest occurrence of accidents and have the right physical-geometric conditions. The system used is based on digital photography, double loop to detect the vehicle.

Two photos are taken one before the detection line and another when the vehicle has passed through the red traffic light.

In the future people will be able to use the Internet to see photos of the driving offence. Also, the system will be extended to 35 new crossings.

Currently 30% of photos taken by the system are valid. We are aiming to achieve a 50% efficiency level next year.



Paris

On 15 May 2003, the city of Paris launched the Urban Logistic Space located in the heart of Paris, Place du Louvre.



This 600m² site provides a parking base for the electric tricycles used for deliveries in Paris.

These tricycles equipped with pedalling electric assistance have a 100 kg packload and 450 litre volume capacity.

This delivery service offers:

- a home-delivery service from the trader to the client
- a tricycle hiring service with driver on a monthly basis
- a delivery service within a degrouping operation run on the Urban Logistic Space

So far express delivery firms, catering companies, e-commerce businesses and the retail sector are already using the services of 'La Petite Reine', the company appointed for the management of the urban logistic site.

At the end of June 9 electric tricycles were in operation and made 200 journeys per day. A monitoring program has been set up by the City of Paris and the service will be assessed each 6,12,18 and 24 months checking the operational, economic, social and environmental aspects of the tricycles.



Brussels

CAMBIO – car sharing scheme

On May 22, the first car sharing vehicles appeared in the Brussels-Capital Region.

The aim of CAMBIO is to manage car dependency by changing attitudes and practices through rationalising relations to the car.

CAMBIO is a flexible system in which a number of cars are directly placed in the users' districts. The fleet management is optimized through the use of advanced technologies, which enables 24 hour access and the possibility to use the service for one hour only. The CAMBIO customer therefore keeps the benefits of flexibility and practical aspects connected to a private vehicle without being dependent upon it.

The CAMBIO user does not have the daily problems of car ownership (parking, cleaning, maintenance, registration, purchase, reselling, etc.) and most of the time, he/she makes significant savings. As well as a low monthly subscription, the price is based on an hourly and kilometer rate. The aim is to reduce the using times so as to share the vehicle between several users. The CAMBIO customer is therefore able to choose the most preferable mode of transport according to the price he would pay if using a car.

This innovative measure strengthens the use of public transportation and taxis and is a way for people to rediscover the advantages of cycling and walking. One month after CAMBIO was launched, there were 150 registered memberships and the vehicle fleet had to be increased!



Focus on... Geneva

Each year, 'alert to vehicle pollution' schemes are launched in more and more cities. In several European cities, emergency plans are periodically set off in case of an air pollution alert.

Fortunately, the city of Geneva considered the problem in time. For ten years, a 'modal transfer' canton policy has been set up in order to transfer a maximum number of journeys from the car to public transport, bicycles and walking, which are far less polluting. To meet this challenge, it is necessary to keep developing public transportation.

A dialogue between France and Switzerland has been established in order to find the best way to extend the infrastructure beyond the borderline and to create a network to interconnect this area with nearly one million inhabitants. A real link between France and Switzerland is being built - Geneva will not be considered as a 'terminus' anymore.

A new RER network

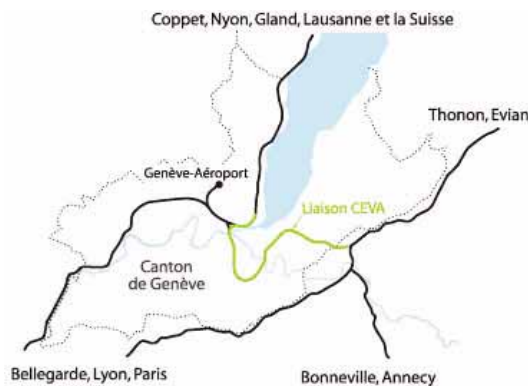
The building of a rail link between Cornavin-Eaux-Vives and Annemasse (CEVA) has been considered since the XIXth century.

Its relaunch is due to urgent needs:

- to assume the important growth of the region, to anticipate its development through an efficient transport system
- to connect the French and Swiss RER networks
- to integrate the RER network to that of the tramway

The CEVA project is jointly led by the Geneva Canton and the federal Railways (Chemins de Fer Fédéraux = CFF.) The French ministry of transport is studying the implementation of the section between the borderline and Annemasse station. The works should start by 2005 with 800 million euros cost.

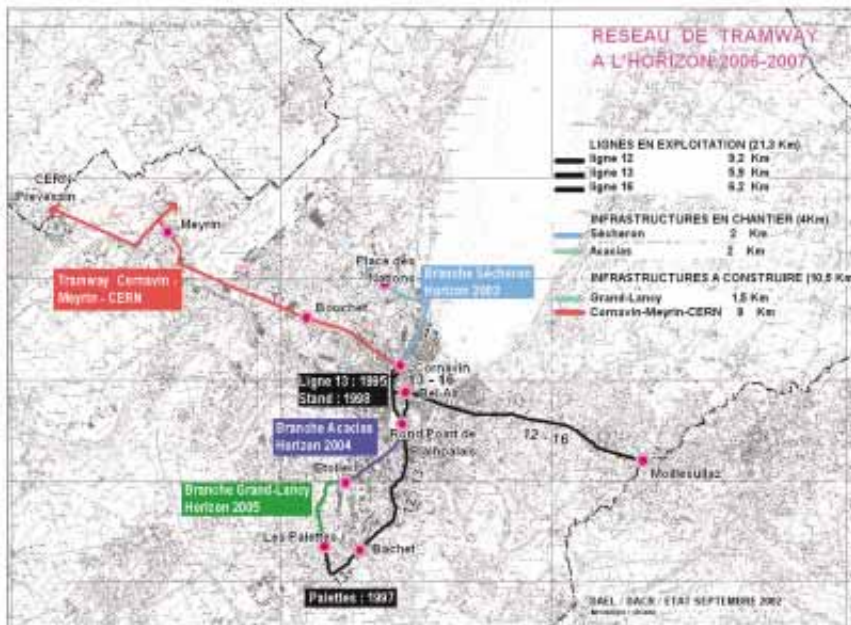
Since 1999, a third rail track is being built connecting Geneva city centre to the suburbs. This third line will only be used for regional traffic which will have a 15 mn rate.



A new traffic plan aimed at limiting transit traffic in the town centre and a new parking plan to control parking for vehicles coming in and out the city centre has been put into place. Then, in 1995, the Geneva Canton launched an ambitious programme to develop the public transport.

This programme is based on building a vast crossborder network of regional trains and tramways.

Vaud, Geneva, the Ain and Haut-Savoie french departments: the social, economic and cultural regional area is stretching beyond the border



Tram network

After being cast aside in the 1950's, tramway is back on the tracks with modern equipment making it more comfortable and reliable than ever. Between 1994 and 1998 there was a 40% increase in tramway users.

- Since May 1995, tram no13 has been connecting the two banks with 6.5 million travellers a year.
- Since June 1997, tram no13 has stopped beyond the Bachtet de Pesay warehouse and has served the densely populated districts of the Palettes and the Voirets.
- Since March 1998, the tram no16 has been connected directly Cornavin to Bel-Air to Moillesulaz.

The building of new tramway lines is planned for the next ten years, the parliament voted a 20 million euro per year budget for this purpose.

At the same time, the bus lines network will be reinforced with a 30% increase of services by 2006.

The CEVA rail link and the new tramway network are part of the sustainable mobility plan for the Geneva crossborder area.



In conversation with... Laurence Douvin

As IMPACTS Europe members, we hope this feature will help you to get to know one another a little better. So watch out - you could be next!

In early May this year I had the pleasure of travelling to Paris to interview Laurence Douvin, President of IMPACTS.

As well as being President of IMPACTS, Laurence is an elected official of the city of Paris. She represents the 17th arrondissement in the north west of Paris, with a population of 160,000 people. Her responsibilities cover, amongst other things, transport, housing and environmental issues. As I listened to Laurence talking about her chosen career, I concluded that she is highly dedicated to her job and enjoys the challenges it presents.

When Laurence was a young student her ambition was to study politics, which considered by her family as an unusual choice! Today she is focusing on supporting women in political fields and through IMPACTS she would like to develop international co-operation, between cities and nations.

Laurence travels to work by car and train, a journey which takes her 30 minutes each way. Although her

journey isn't particularly long, she feels that the transport system in Paris could be improved by 'developing an efficient transport infrastructure outside the city to make it easier for people to travel into Paris for work or for any other purpose.'

In her free time Laurence loves to travel. Her perfect weekend would be spent in Rome, travelling on the electric buses, visiting museums and then relaxing in a café. In 2003 she visited North Carolina for her son's graduation from Duke University and was touched by the, 'links of friendship between the students.' Laurence has also traveled extensively in the far East and when I spoke to her she had just completed a trip to Burma which she said was, 'fascinating.'

Her favourite place in the world is the Grand Canyon because there she feels, 'close to the earth.' This is interesting as I would describe Laurence as being extremely down to earth with a passion for life and her beliefs.

written by Rhona Crawford

Update on Latin America

During the IMPACTS Europe London conference in March 2002, the general assembly of delegates expressed a will to create a link with Latin American cities.



Brasília, Rio de Janeiro, Quito, Jalisco and Belo Horizontes were invited as observers to the Barcelona conference in 2003.

Following these first contacts, Mr Pere Navarro of Barcelona and Mr Frédy Wittwer of Geneva were invited to attend the 'Transito y Transporte Urbano' conference of the 'Union de Ciudades Capitales IberoAmericanas' (UCCI) which was held in Quito in March 2003.

UCCI gathers 26 great metropolitan cities of Latin America. Through UCCI the cities exchange information in various domains: culture, economic development, environment and mobility.

UCCI is a member (with consultative stature) of the Economic and Social Council of the United Nations. It has

relations with the World Bank and other organisations dealing with urban issues.

The first encounter with the committee 'Transito y Transporte Urbano' enabled us to introduce the objectives of IMPACTS and to invite officially the UCCI cities to the intercontinental Geneva conference that will take place in November 2003.

Mr Navarro and Mr Wittwer have already been approached by South American cities to give lectures or provide consultancy on mobility matters.

The Geneva conference could be the occasion to reach a collaboration agreement between IMPACTS and UCCI.

Impacts diary

FREDERIC Workshop no2:	16-17 October 2003, LONDON
IMPACTS 8th intercontinental conference:	12-14 November 2003, GENEVA
ITS World Congress:	16-20 November 2003, MADRID
IMPACTS Special Session	17 November 2003, MADRID
IMPACTS Europe 8th annual conference:	24-25 May 2004, BUDAPEST

IMPACTS 8th Intercontinental Conference:

The IMPACTS 8th Intercontinental conference will take place in Geneva from 12 to 14 November 2003.

The conference will focus on 'Urban Mobility: travelling safely on two-wheels and two legs'.

The conference will be the opportunity to meet city representatives from Europe, North America and South America.

ITS World Congress, 16-20 November 2003, Madrid

IMPACTS Special Session:

An IMPACTS Special Session entitled 'Mobility in Metropolitan Cities' is included in the programme on Monday 17 November from 15:00 to 16:30

IMPACTS Europe 8th annual conference and BUDAPEST Membership:

Budapest has agreed to become an IMPACTS Member and Mr Gabor DEMSKI, Mayor of the City of Budapest, has accepted to host the 8th IMPACTS Europe annual conference on 24 and 25 May 2004.

Frederic and Plume news

The theme of 'Urban Freight Deliveries' was recognised as a major challenge for cities at the IMPACTS annual intercontinental Conference of Chicago in 2000 and it has been the main topic of the Berlin Conference in 2001.

These debates clearly demonstrated that the effectiveness of mobility policies in that domain are closely linked to the results of an extensive dialogue between city decision makers and most important stakeholders.

From that statement was conceived the FREDERIC proposal. It is an 'accompanying measure' supported by the Directorate for Research of the European Commission (220 000 €). Its duration is one year starting on March 1st 2003.

FREDERIC¹ consortium is co-ordinated by IMPACTS Europe. Partnership includes :

- The Association of European Automotive Companies (ACEA) and the European Council for Automotive R & D (EUCAR). ACEA is the professional body representing the interests and combined skills of 13 European car, truck and bus manufacturers;
- The European Shippers' Council (ESC) representing national shippers councils from 13 countries;
- The European Express Association which represents express delivery companies in Europe;
- Freight Forward Europe which grouping of nine of the leading global forwarders and logistics service providers.
- URBA 2000 that will provide IMPACTS Europe with the human resources necessary for the project.

FREDERIC strategic objectives are to:

- Establish a common vision on urban freight delivery, innovation and harmonisation of regulatory measures, innovation in organisation and logistics and innovation in transport means.
- Define concrete project ideas to implement this joint vision.

FREDERIC workshops

To reach these objectives two workshops and a final conference shall be organised. The first workshop was hosted by Paris on 18 and 19 June. More than 40 people attended.

The workshop was divided in 4 sessions.

- The first session allowed different partners to give an overview of their strategies. Barcelona, Paris and London presented the vision of their cities. Shippers, Express Courier, retailers, forwarders and the automotive industry pointed out their expectations as well.
- The second session stressed on current research and projects : 'Best Ufs', 'City Freight', 'Mosca' and OECD working group on 'freight'.

1. FREDERIC is the acronym for 'Freight Delivery Rationalisation in Cities'

- The third session dealt with presentation of case studies in urban service operations : vehicle fleet management, parcel distribution, waste management, craft industries and maintenance services
- Finally, participants could debate during a long time on key questions.

The next FREDERIC workshop that will be oriented to design recommendation is planned in London on 16-17 October 2003.

PLUME

PLUME² is a thematic network funded by the European Commission's General Directorate for Research. It is co-ordinated by TTR (UK) and main partners of the consortium are ISIS (Italy) and POLIS and the University of Leeds.

The project started in November 2002 and shall be finished in April 2005.

PLUME addresses the following actions :

- Bringing together suppliers, users, research centres, universities and other stakeholders with a common interest in the field of land use and mobility planning;
- Facilitating the networking of organisations, co-ordination of activities and exchange and dissemination of knowledge so as to optimise research efforts, reach critical mass and enhance impact at European level.

A first general workshop of PLUME took place in Brussels on April 3 and 4 2003.

News from IMPACTS members

In Barcelona, Ms Carme SAN MIGUEL has been replaced by Mr Jordi HEREU:

Jordi HEREU

City Councillor for Mobility Policy
Ajuntament de Barcelona,
Plaça Carles Pi Sunyer, 8-10
E – 082002 BARCELONA
Tel: 34 93 402 33 58,
Fax: 34 93 402 34 82
email: jhereu@mail.bcn.es

Budapest

It is a great pleasure to welcome Budapest as a new member of

IMPACTS Europe. Mr Gabor Demski, Mayor of Budapest will host the 8th annual IMPACTS conference on 24 and 25 May 2004.

Farewell to Rhona Crawford who is leaving Transport for London to go travelling and move back to Edinburgh. She has really enjoyed working with the IMPACTS group and has fond memories of the annual conference in London 2002!

Rhiannon Matthews will continue the work for IMPACTS at Transport for London and can be contacted on: rhiannonmatthews@tfl.gov.uk.

The following people are in charge of the IMPACTS Europe newsletter from the member cities:

Berlin:

Antje BREHMER

Vienna:

Vera FOCHLER

Geneva:

Frédy WITTEWER

London:

Mick HICKFORD

Brussels:

Pierre SCHMITZ

Amsterdam:

Anouk HESPE

Barcelona:

Pere NAVARRO OLIVELLA

Paris:

Christophe RIPERT

Stockholm:

Monica HILDINGSON

Thank you for your contributions.

If your article has not been included this time it will be featured in a future edition.

If you would like to give feedback on this edition or submit an article please contact or Catherine Dabrowski on: CatherineDabrowski@wanadoo.fr