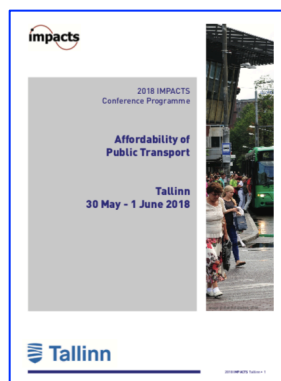


IMPACTS Europe Conference Tallinn

30 May – 1 June 2018

This year the City of Tallinn acted as our host for the annual IMPACTS conference, which included our traditional mix of informal networking opportunities and presentations on policies and strategies being deployed by cities to improve urban mobility for citizens.

The discussions revolved around **“Affordability of Public Transport”**



For those arriving early Tallinn provided an early networking opportunity at the informal pre-conference drinks reception. Information exchanges continued throughout the event and during the conference dinner.



Welcome and Keynote Address

Taavi Aas, Mayor of Tallinn and IMPACTS President gave a warm welcome to delegates. He explained how Tallinn was motivated to become the capital of free public transport and to lead others to follow its example. Public transport across the city is free to residents and from 1 July 2018 will be rolled out across Estonia.

Kalle Klandorf, Deputy Mayor, City of Tallinn developed the theme further in a keynote presentation. He explained that running a 500 strong public transport fleet (busses, trams and trolleys) required a €12m budget annually. This was considered good value as it guaranteed mobility to all residents; increased labour mobility; stimulated the economy; and facilitated a shift from car to PT.

The strategy had strong public support (75%) in the 2012 referendum, which has been maintained following infrastructure improvements (e.g. bus lanes increased from 15 to 23 Km) and contactless ticketing. Parking policies support the scheme, and increased revenues from a growing population cover financial costs.

The policy has produced a growth in mobility alongside a 6% decrease in traffic in the city.

Success is inspiring others with interest from cities across Europe, for example Dunkerque will offer free PT in 2018, Paris is studying the initiative, and 5 pilot sites are proposed in Germany.

Angelika Winkler continued the discussion with a presentation on the *“Affordability of Mobility in Vienna”*. She pointed out the impact of transport costs for those on low incomes and how important policies were in creating savings for this group of citizens.

Number of passengers with annual ticket in thousand



Reducing the cost of annual tickets has created a large growth in public transport usage.

Angelika also commented on the move towards “sharing” not “owning”, for example, the growth in bike sharing. However, cities are now experiencing issues with “free floating bike schemes” run by private operators.

By 2025 Vienna aims to have 80% of trips by PT/walking/cycling, with car usage down to 20%

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(from 40% in 1993). This is in part due to improved infrastructure including cycle superhighway schemes, and car sharing strategies.

With 8% of the €13.7 Bn city budget spent on traffic and transport, the option of free public transport is considered unaffordable. Instead the city is concentrating on improving service quality through renovation and new metro/tram routes.

Vienna is financing mobility schemes from a variety of sources (e.g. mobility funds from urban developers, and piloting “Mobility Points” with EU Horizon 2020 funding).

Rupert Wimmer, Head of Transport and Public Space at our newly invited member city described “*The role of public transport in mobility planning in Zurich*”. He explained how urban planning and mobility management are combined in Switzerland’s largest rapidly growing city. This is key to delivering a high quality of living. For example, by creating attractive spaces that remove traffic.



Public transport in the city has been expanded integrating the urban agglomeration with the city and creating a tangential tram and bus network, to implement the City of Zurich's policy goals regarding traffic and the environment.

Integrated ticketing across the city and nationally is providing seamless mobility. Traffic control is used to support public transport usage through prioritising bus and trams at traffic lights.

The 2025 integrated urban traffic strategy will:

- Improve availability and access
- Increase quality
- Increase PT modal split
- Reduce CO₂ emissions
- Avoid creation of new traffic arteries



- Protect residents.

These moves are contributing towards a reduction in car use from 40% in 2000 to 25% today.

Looking to the future Rupert speculated on new forms of mobility service and the role of autonomous vehicles. Irrespective of the way things develop he concluded the key to success would be defining goals and providing regulation. At present free public transport is not discussed.



Anatoli Nikolayevich Golovin, from the Committee of Transport in St Petersburg (another new IMPACTS Member) described the objectives behind the reform of passenger transport in the city. These focus on:

- Improvements at major transport hubs and PT stops
- Improving passenger safety
- Providing uniform conditions of travel on all routes for all passengers
- Environmental improvement.

St Petersburg has seen an improvement in traffic conditions:

Before the reform



After the reform



Safety has also improved following segregation of trams and dedicated lanes:



Maximum use of electric transport infrastructure (tram) is providing the greatest carrying capacity with potential for longer three-section, or five-section trams.

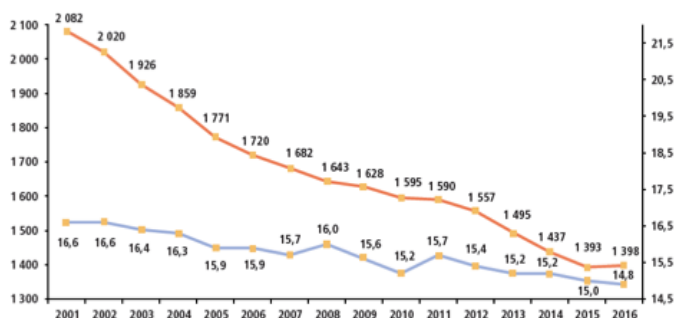
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Other projects (e.g. CHRISTOE NEBO) are introducing electric buses, optimising routes and removing overhead infrastructure to improve the environment.

Investment of around 1Bn Roubles is creating an integrated transport system with central management of all modes. However, further development of the metro system may require financing through a PPP scheme.

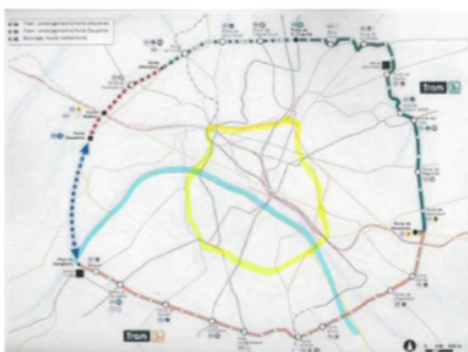
The discussion moved on to consideration of the “Developing the use of public transport” in Paris. **Claude Dargent**, chairman of the commission on Public Space set out the city plans regarding enforcing the attractiveness and relevance of public transport.

Car use évolution (veh.km from 7am to 9pm)



Claude observed that car use is relatively small at 13% and is declining. Possibly because of the IDFM strategic plan and the heavy financing of PT investments, together with public space initiatives. He noted that 47% of the funding is being obtained from private companies.

Paris has developed a plan for a network that is better suited to the mobility needs with increased efficiency of operation. It is also reshaping its streets in favour of public transport and intermodality.



- 3 main projects :
- T3 tramway line extension 2018, 2023
 - BRT "quais de Seine" 2023
 - Main train Stations line 2019, 2023

By 2030 the city aims to have developed a circular PT network with new rail lines to solve problems associated with an historic radial route infrastructure. Three projects in 2019 will complete the bus network.

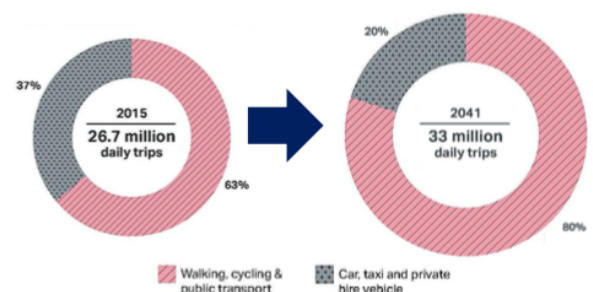
Looking toward affordability the city is analysing “free public transport”. However, in such a large city this would require around €3Bn each year. So the city moved to reduce costs by offering a regional flat fare of €70/month. This was funded by €300m/year from the state and €150m/year from company taxes.

Together the PT measures have resulted in a 10% increase in usage on the regional trains and 50% of travellers stating they travel further and more often.

Alexandra Goodship, Strategy and Planning Manager at TfL gave a presentation on “Public Transport in London: understanding current trends to plan for the future”, that introduced the Third Mayor’s Transport Strategy (published March 2018). The strategy is people-centred to support healthy active lives and is underpinned by the “Healthy Streets Approach”. The aim is to encourage more walking, cycling and public transport use (e.g. by getting Londoners to do 20 minutes activity/day).

Policy context

The Strategy aims for 80% of Londoners’ trips to be on foot, by cycle or using public transport by 2041



Key outcomes relating to the use of London’s roads include:

- Streets designed for active travel and social interaction.
- Accommodating an improved public transport service.
- Reducing road danger and improving personal security.
- Creating cleaner, greener streets.

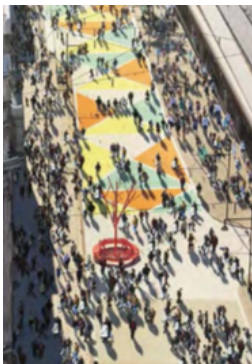
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- More efficient use off road space.

Traffic flows have decreased, especially in central London, whilst walking and cycling has increased.

The challenge is to give more road space to walking and cycling while improving bus speed, reliability and frequency and enabling deliveries to be made. To help plan for the future, TfL have defined street types for the whole of London based on place and movement value. This helps understand how different modes fit into street types to identify key movement corridors at the network level and determine the primary function of these corridors.

Local level improvements will deliver “liveable neighbourhoods” that create safer, healthier and more accessible neighbourhoods with reduced car dominance.



The plan has aspirations to dramatically improve walking conditions along Oxford Street, one of London’s busiest shopping streets. This will involve relocating bus routes and key interchanges.

The Mayor’s Transport Strategy sets out long-term plans for encouraging more travel by public transport, including:

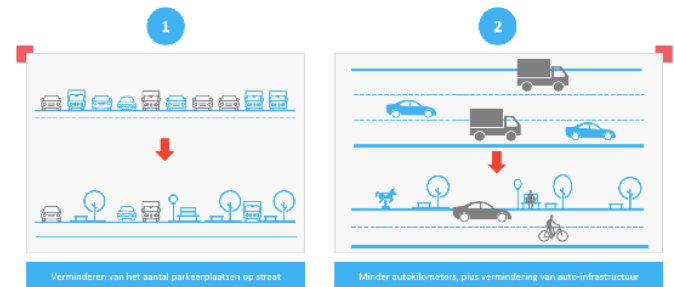
- Integrating High Speed 2 railway into London’s transport system.
- Delivering Crossrail 2 to increase capacity and connectivity to destinations in central London and beyond (to be opened by early 2030s).
- Creating a London Suburban Metro.

Future challenges include significant financial constraints (less money to transform streets) and a need to consider new ways of paying for roads.

Germa Bakker invited delegates to see how Amsterdam is “Scaling up Public Transport in a cyclist’s capital”. She explained that, whilst the city is still promoting cycling, street space is being

given over to sharing with public transport. It is also pressing ahead with a political agenda to further reduce cars in the city centre by providing attractive transformational public space.

Plans for using available road space show what can be achieved:



The city has also done a lot of research into how far citizens will cycle (~13 - 15km) before taking public transport, or walk to a bus/tram stop. These findings support the planning process. It emerged in the interactive discussion that there is no standard walking distance when planning the location of metro or tram stops in cities with distance ranging from 300 to 500 meters being commonly used. The point was illustrated in relation to fixing stops for a metro and tram route on one corridor:



With a rapidly growing city new housing is appearing at a rate of 7,500 homes per year; mostly in areas poorly served by public transport. This gives rise to a challenge to create more metro stations in some long-term projects. Affordability is the big question.

As road charging is politically unacceptable other ways will need to be found to fund the €12Bn cost of a new metro lines by 2030.



Delegate had a video preview of the new NoordZuidlijn line, which is due to open in July 2018.

The need to connect urban areas in a city was further developed by **Beatriz Huarte** who examined the issue of “*Connecting the Barcelona tramway network*”.

Barcelona has a transport network that is influenced by the horizontal and vertical grid pattern of the city streets. However, this has left a diagonal gap in the network.

Barcelona has therefore studied:

- If the connection is necessary
- What is the best mode for the service
- And what is the best route.



A diagonal tramway at surface level, with pedestrian and cycling provision in the centre has

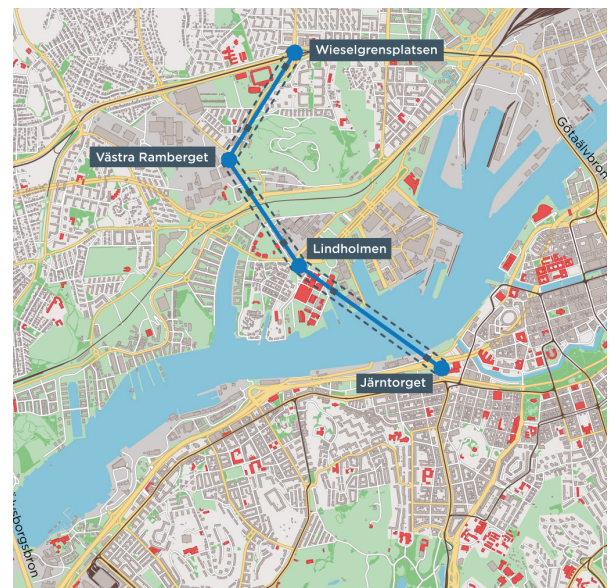
emerged as the preferred option. Connecting the two existing tramways will double user demand, with 222,000 passengers per day with an 11% social return on the investment (better than all alternatives).

The proposed design considers pedestrians, by enlarging the sidewalks, reduces roadway to be crossed and segregates cyclists. For cyclists it increases the bike network and provides security and comfort.

Affordability is an issue, so the scheme is still awaiting political support to fund the work.

Jan Rinman, the Deputy Director General for Gothenburg’s urban transport administration took delegates on a virtual ride on “*A new type of public transport in Gothenburg*” – its proposed Cable Car.

The idea had emerged from citizen consultations. It will soar over the city, overcoming the barriers of rail and river crossings, without creating congestion on the roads.



Its four stations are expected to reduce traffic in the city centre. It also offers safe, eco-friendly high capacity transport (2000 people/hour).



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Awareness of the scheme amongst citizens is high (83%) and 70% are enthusiastic about it.

An investment decision on the €110m cost will be made in 2019 with expectations that the scheme will be operational in 2021.

The conference concluded with a presentation from **Renata Lajas** on “Door-to-door transport in Lisbon”.

An issue for Lisbon is its aging population (24% elderly residents) and the desire to avoid social exclusion for citizens with low incomes who find transport costs a problem. The city is therefore keen to promote a shift away from the car to affordable community based public transport.

A research study considered the socio-territorial cleavage of Lisbon and concluded that a set of bus services based around and run by local communities would be the solution. These centred on communities that also had high unemployment and lower education rates.

First trialled in 2004 these pilot schemes were free to residents. They provided short distance fixed routes with flexible stops connected to the city public transport network. As such they are a complementary service, not in competition with the PT service.



Today there are several of these services operating without a unifying image.



City Tour

The conference was rounded off with a guided tour of the city offering delegates a chance to see how urban planning and transport strategies are being deployed.