# impacts

Summary | Annual Conference
London, 2 - 4 October 2019
„Planning for Growth in Times of Uncertainty"



On the invitation of IMPACTS president **Lilli Matson**, the annual IMPACTS conference in 2019 took place in London. "Planning for growth in times of uncertainty" served as the umbrella theme for the conference. Almost all big cities in Europe (and the members of the IMPACTS city network) are facing various challenges that are connected with the topic of uncertainty. They are confronted with sometimes rapid and partly irregular growth and implications not only for health and environment but also for transport and public space, changes in stakeholder constellations and political processes combined with a changing relationship with the private economy and civil society, and sometimes disruptive technological change – and all of this at a pace that sometimes makes it hard to keep up for politics and public administrations. The main objective of the conference was to see how the IMPACTS cities are confronted with these developments from the transport point of view and to discuss the possible strategies and solutions to deal with these challenges. In addition to formats like keynote, panel discussion, sessions with presentations on different topics or site visits there were several opportunities for networking during breaks, drinks reception, and conference dinner.

**Opening and introduction of the theme**

The conference was officially opened by **London's Deputy Mayor Heidi Alexander** not only welcoming the participants of the conference but also already giving some first insights about the big challenges London is currently facing concerning urban development and transport.

The keynote speech to set the frame for the discussion during the following days was given by **Lucinda Turner, director of Spatial Planning at Transport for London (TfL)**. She pointed out that right now, the fundamentals of good planning are more important than ever since changing

lifestyles, advances in technology and political insecurity lead to a very dynamic and insecure situation. To reach Londons goals of a share of 80 % of trips made with environmentally friendly modes in 2041, growth has to be shaped and needs integration at various levels (see figure on the right), from a strategic level dealing with the whole city and over 47 major growth potential areas, which each get specific mode share targets, to the local neighbourhood level in a small scale. Finally, the integration has to take place on individual sites, where TfL is engaged from the beginning and negotiates with developers; if necessary, TfL can advise the mayor to refuse building permission. Lucinda Turner also pointed out that it is necessary to make the benefits of sustainable transport more tangible to the people.
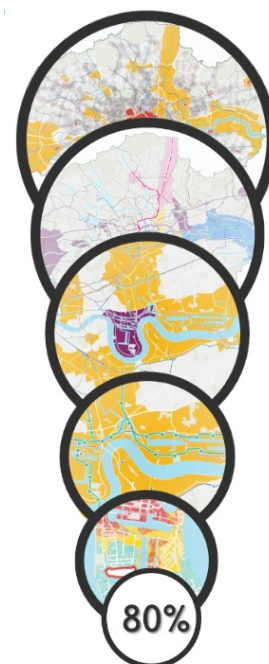
This keynote was followed by a **panel discussion** with the headline "City growth in uncertain times – challenges and strategic approaches for mobility" moderated by **Heidi Alexander.** The panellists (**Senta Modder**, Amsterdam; **Ingmar Streese**, Berlin; **Claude Dargent**, Paris; **Lucinda Turner**, London) agreed that it is essential to engage the hearts and minds in a sustainable mobility change and encourage positive feelings with campaigns like the "leave your car at home" TV ad for London. The right pace of change has to be found. Another shared challenge is parking, since it takes up a lot of space, in Amsterdam for example 11 % of the city surface. Other challenges are taking into account the region and the connections to the city, as well as the whole sector of delivery transport. New offers by new actors, like sharing schemes, have to be regulated quickly to deal with the consequences for public space and to integrate such offers in the mobility system in a useful way. Also, the lack of reliable and usable data in the field of transport poses a challenge.

**Session 1: Dealing with Uncertainty in Planning and Transport**

The first session of the conference giving the participating cities the possibility to present their different experiences, approaches, and strategies in detail was about "Dealing with uncertainty in planning and transport". The session was moderated by the **IMPACTS Secretary Burkhard Horn**. In this session, three examples of approaches to an uncertain future were presented, which also partly included new stakeholder constellations for planning.

**Ingmar Streese, the Permanent Secretary for Transport from Berlin,** introduced the new Berlin mobility act, which was initiated by civil society and elaborated together with a variety of public and private stakeholders. The act consists of various components and will address all modes; it is the first mobility act in a German city. The general planning guidelines and

the sections on cycling and public transport are in force since 2018, in 2020, sections on the pedestrians, commercial transport and new forms of mobility will come to force. However, it is too early for an evaluation concerning the results and the success of this strategy.

**Fabio Nussio from the Mobility Agency of Rome**, responsible for fundraising for mobility and SUMP, introduced the new, just approved Sustainable Urban Mobility Plan (SUMP) for Rome, following the EU SUMP-guidelines that have been adopted by the Italian national government in 2017. This plan was developed with different phases and formats of public participation in 2017 and 2018 and includes various topics, like demand management, intermodality, city logistics, etc. In the SUMP scenario, the modal share of private vehicles in Rome would go down by 27 %.

In the third input, **Simon Nielsen, Head of Strategic Analysis at TfL**, introduced London's approach to Scenario planning for uncertainty. He started by stressing that the past does not always predict the future since events or changing conditions might impact trends. With scenario planning, various intersecting uncertainties can be considered and assumptions about the future can be challenged actively – the idea being that transportation planning has to be robust to a range of different futures. For London, three scenarios with very different implications for future travel were elaborated (see figure below), and are now used to evaluate major projects and policies. The plans and projects are robust when they can likely contribute to London's goals in the majority of the possible future scenarios. If they only contribute towards the goals in one possible future, this might mean that the plan or project should be reconsidered or adjusted.
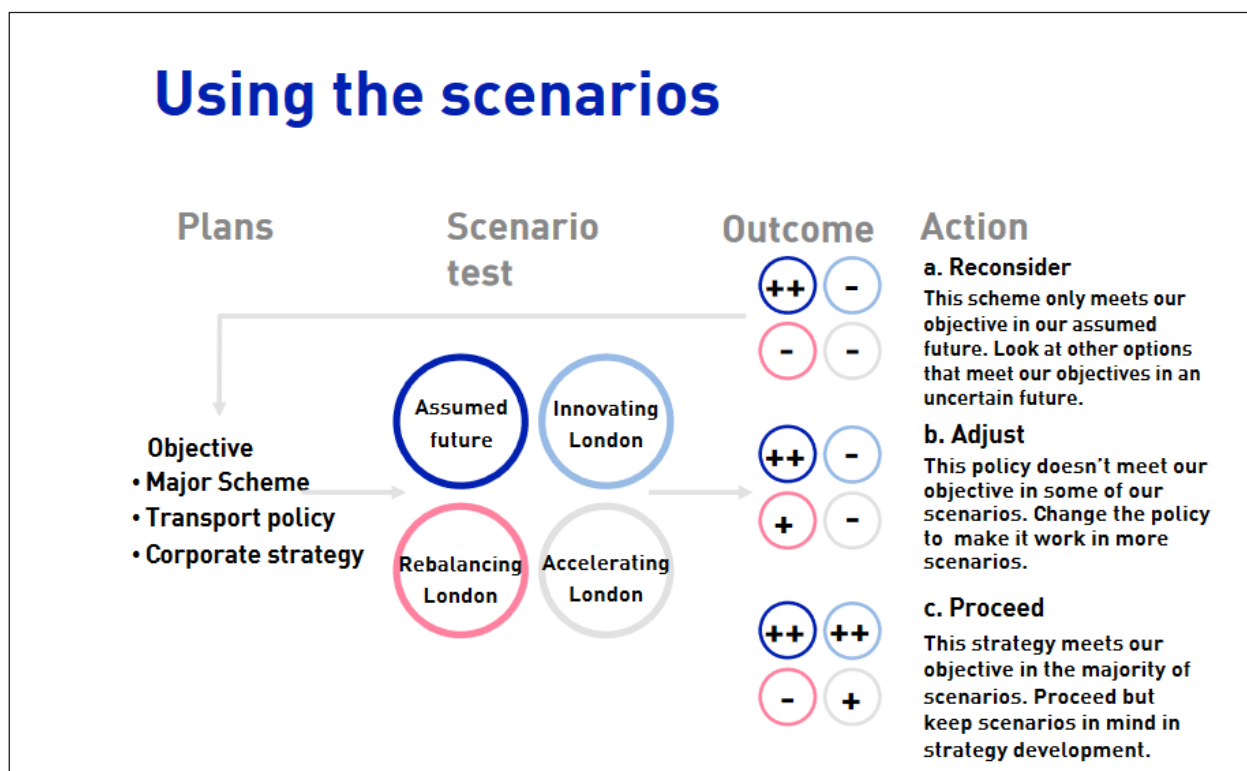
**Session 2: Regulation and pricing – indispensable tools for the necessary change?**

In the second session, chaired by **Lilli Matson from TfL**, the panellists introduced various examples of regulation and pricing in the field of sustainable transport and the successes and difficulties they faced. This session also addressed the role that regulation and pricing play for a change in behavior.

**Rupert Wimmer, head of traffic and urban space planning from the department of civil engineering in Zurich**, presented Zurich's "Parking policies as a key instrument for traffic planning". He stated that parking covers about 50 ha of public space in Zurich and that the policy of the city is to shift parking from public to private space. Since 2019, it is possible to cut 10 % of the parking spaces in public space without compensation in private space (about 700 parking spots). This cutting leads to a redesign of various public spaces, as for example the Sechseläutenplatz (see photos below).



**Historic parking-compromise: Upgrade of Sechseläutenplatz**

Sechseläutenplatz, March 2009

Sechseläutenplatz, February 2014: Redesigned square, shift of parking spaces into the Opera Car Park

The session was continued by **Tom Groot, Policy Advisor Mobility & Public Space from Amsterdam,** with a presentation on "Sharing platforms: role of the government", where he introduced the policy of the city regarding various sharing platforms for cars and bikes. Even though the marketshare in mobility-services is still relatively small, many users like the convenience and such offers will probably continue to play a role in the coming years. The local government of Amsterdem takes the role of legislator and instigator, for example making sure that bike-sharing offers are not limited to central and dense areas, but also in outer parts of the region as an option for the last/first mile.

**Adrià Gomila, Mobility Services Director of Barcelona**, gave a presentation on the "Tariff scheme of Barcelona: present and future of public and private transport", where he described Barcelona's plan to introduce a polling system for private vehicles. Many roads in the region had been financed through Public Private Partnerships that will be terminating soon, so tolls will be removed and there is a need to implement some model to raise funds for the maintenance, management, and improvement of the Catalan road infrastructure. At the moment, there are various technical options for such a tolling system that are being discussed in the city and that were discussed with the other city representatives.



Concluding the session, **Brendan O'Brien, Head of technical services in the Environment & Transportation Department in our guest city Dublin** introduced the "City center ban for Heavy Goods Vehicles (HGV) and the consequences for inner-city traffic". Formerly, HGVs used the streets in the city center to reach the nearby port, which often caused delays and conflicts. Therefore, in 2006, the Dublin Port Tunnel was opened and HGVs were banned in the inner city. Compliance is high due to a campaign and a public app, and the freed space was used to promote sustainable transport modes. Since the ban, the number of fatalities has gone down and the number of cyclists has risen significantly.

**Site visit at Canada Water**

The site visit was hosted by the **representatives of British Land Roger Madelin and Michael Delfs**. They introduced the development site at Canada Water where a whole new neighbourhood will be built, including housing, a park, a community center, and a university. Parking spaces for the residential buildings will be limited strictly and the neighbourhood will be designed to be walkable, including the construction of a new high street, to limit individual motorized mobility. Over 33 million pounds will be invested in transport, among others for improvements in accessibility for the existing stations of Canada Water and Surrey Quays and the creation of two new bus routes.

**Session 3: "Walking seminar": Public transport as the backbone of sustainable transport in growing cities**

The "walking seminar" on the London experience of the relevance of public transport for a growing city took place at Stratford Area, where **Andrew Tesseyman from the London Legacy Development Company** led a tour through the former Olympic Park, which is currently a development site for various new neighbourhoods. The area has been designed from the beginning with further developments in mind in order to be able to reuse as much of the buildings and infrastructure as possible, so that not too much of the buildings would have to be demolished or changed. The area is right next to Stratford, the best-connected transport hub in Europe, reachable by public transport from Kings Cross in 7 minutes and from the London City Airport, Canary Wharf and the City of London in 15 minutes. High-speed rail and 5 tube lines makes it a very attractive venue for business, education and residential development. At the moment, the park is already open to the public and some housing units have been built, while more housing is currently being constructed.

**Session 4: New mobility offers and their contributions to sustainable transport**

The fourth session, chaired by **Allan Alaküla, head of EU office in Tallinn**, addressed the topic of new offers, business models and technologies in our cities, and the ways to react to or regulate such offers so they can contribute to a sustainable transport system.

The first presentation was given by **Angelika Winkler, Deputy Head of Department for Urban Planning and Transport Planning from Vienna**, who talked about Autonomous Driving and the related questions we have to address for a livable future in the city. Since automated mobility can have different consequences in the future of a city depending on the way it is regulated, Vienna has developed some positions on how to deal with the issue and is aiming for a pioneering role in the development of mobility services with the support of automated vehicles. All in all, automated mobility should not change how we develop a livable city with quality public spaces. Angelika Winkler stressed that autonomous driving has to be electric and shared, that automatic cars have to work in mixed traffic and that new technologies have to be inside the vehicle and not on the road. Also, the data generated by the vehicles has to be made publicly available. Regulations have to be changed quickly in order to direct the development in time.

**Claude Dargent, member of the Paris City Council and president of the commission for public space from Paris**, continued the discussion with his presentation on the "Parking of free-floating bike and scooter sharing". He explained that as a reaction to the variety of offers for small vehicle sharing, the city of Paris developed Charters of Good Conduct with providers of free-floating fleets that clarify the roles and responsibilities of the providers with regard to data sharing, parking and traffic rules, etc. The city also created parking spaces for the free-floating fleet (15,000 new parking spaces for E-Scooters in 2019) and started to enforce the regulations for small electric vehicles, fining riding and parking on the sidewalk. Furthermore, Paris introduced an annual fee that the operators have to pay, which lays between 20 Euro (bikes) and 150 Euro (moped with a combustion engine) per vehicle. The city also asked the providers of E-Scooters to limit the speed to 20 km/h (8 km/h in some zones) and to stop further deployment in Paris, since from 2020, the city wants to allow only 3 companies and limit the overall number of scooters to 15,000.

**Andrei Novikov, the Deputy Mayor for City Planning and Public Transport in Tallinn**, then introduced the initiative for "Cross border public transport ticketing" between Tallinn and Helsinki. He started by describing that taking public transport in a new city can be challenging since ticketing is different everywhere. Between Helsinki and Tallinn, there is a lot of passenger transport by ferry (20 trips per day) and by plane. Therefore, the cities are now developing a

public transport application with a unified design that can be used in both cities. It can be used for payment and finding the fastest route and the cheapest price.

The last presentation in the session was given by **Senta Modder, head of policy and research department Mobility & Public Space in Amsterdam**, about the social charter "Uber and Amsterdam". She started by describing the reasons for drafting such a charter, which were a high fatality rate involving Uber drivers, complaints by the traditional taxi market and in general a lack of legal options for regulation. The charter was elaborated with representatives from Uber, the city of Amsterdam and the national government. Agreements were made on traffic safety (e.g. increasing drivers age to 21), income and driving times, sustainability, enforcement and sanctioning and sharing data; every quarter year, progress is reviewed by a task force.

The session was concluded by a **panel discussion** about those new mobility offers and their potential, which was then also opened to the plenum. It was stated that scooters and sharing schemes have been a very present topic throughout the conference, while from a system point of view, they might not play such an important role. Still, they have major impacts on inner cities and the current issue also shows that the relationship between market stakeholders and city governments needs to be addressed. In the case of Paris, the city takes care of and pays for the enforcement of the rules and the fee collection; in this context, the question came up if it would be possible to make the companies pay the fees, thereby making them responsible for the enforcement of rules.

All in all, it was agreed that sharing schemes can play a valuable role in a transport system, however, it depends on the regulation and enforcement. The evaluation of E-Scooters and their role in the transport system also depends on the way the trips have been made before.

Regarding autonomous vehicles, it is very interesting to keep in mind that, while today we talk a lot about parking regulation as an influencing factor on behavior, in the future this might not even play a role anymore. It is also an open question if autonomous driving is possible in the city without separated lanes from a technical point of view. Further, it was commented that autonomous vehicles should not only be shared but have to be pooled.

**Closing Remarks**

**Lilli Matson and Burkhard Horn** closed the conference, thanking everybody for the contributions and the participation. They stated that the theme of managing growth has proven to be a very useful common umbrella to discuss many of the pressing issues in our cities. Cities reinvent themselves constantly and the exchange of views and experiences between the cities provided by the IMPACTS conferences has again proven to be very valuable. The conference also has opened interesting perspectives concerning new umbrella topics for the next IMPACTS conferences, like the problems of transport between the cities and their surroundings or the question Lucinda Turner put up in her keynote: how can we win the hearts and minds of the people for the necessary changes in mobility and transport?