

News from the cities

● Amsterdam city taking on the challenge created by needs of bicycle storage in railway stations

Last decade the role and relevance of the bicycle in Dutch mobility has improved. In cities like Amsterdam, the bicycle share in the modal split has grown at the expense of the car share and that of the public transport. In the city of Amsterdam about 800.000 inhabitants live who together own about 880.000 private bikes, so there is 1.1 bicycles on every inhabitant. This growth partly results from a compelling cycling transport policy in cooperation between the regional government and the local governments. Albeit also some challenges have to be mastered. For instance, in the Amsterdam Metropolitan Area the first traffic jams for cyclist occur in the major cycling routes. Also a growing demand for parking facilities for bicycles in public streets occurs, at public transport nodes and especially at railway stations. This article focuses on the bicycle parking at railway stations.

The position of bicycles in chain mobility

The bicycle is undeniably an important mean of transport in the Netherlands. The bicycle itself is especially useful for short journeys up to 7,5 to 10 kilometres distance. However, combined with public transport it is even more successful. In 1990 only 6% of the users of the Dutch Railway network travelled to the railway station by bike. This percentage increased up to 30% in 2000, 40% in 2010 and a record 42% in 2012. At the railway station of arrival about 15% of the users of the Dutch Railways continue their journey by bicycle.



Amstel station: unguarded bike parking at the cost of public space.

Bicycle parking at Railway stations and public transport nodes

Based on the Dutch legislation there are both guarded and unguarded bicycle parking places at Railway stations. The ratio is about 30% guarded and 70% unguarded. At the biggest railway stations the guarded bicycle storage is done in a building or in a basement, the unguarded on the forecourt of the railway

station. To use the guarded facility a cyclist has to pay a fee of about € 1,25 a day or € 103,00 for a year subscription. Due to some technical innovations the quality of the unguarded bicycle parking facilities have improved to meet the demands of the cyclist. And the unguarded facilities are also free of use. So the increased demand for unguarded facilities is a major issue, leaving most guarded facilities with unused capacity.

To estimate the needed numbers of bicycle parking places ProRail (Dutch rail infrastructure manager) modulated forecasts for the years 2020 and 2030. These forecasts are based on counted bicycles near a railway station, predictions of passenger growth and trends in transportation. The table illustrates the need for bicycle parking places at the two biggest stations in the Amsterdam Metropolitan Area in 2020 and 2030.

Forecast need bicycle parking places	2020	2030
Amsterdam Centraal Station	17.500	21.000
Amsterdam Zuid Station	9.000	11.000

To raise the capacity of unguarded bicycle parking places at the railway stations new storage facilities were added to the forecourts. However, nearby most railway stations, especially in dense urban areas, there is not enough space to continue adding cycle parking places to cope with the growing needs. Besides, most cities have the ambition to improve the attractiveness and quality of the public space on forecourts, whilst removing thousands parked bicycles that interfere with this ambition.

This asks for new ways of facilitating the unguarded bicycle parking places like in dedicated buildings for the bicycles of building big cellars (sometimes with a capacity of 5.000 bicycles). These facilities demand new methods to manage and supervise in order to safeguard the user compared to the bicycle parking places on forecourts. This sometimes results in facilities with a usage fee creating tension between the need to facilitate the demanded capacity, the increasing costs of the management and surveillance (for the municipality or operator) and the policy to stimulate the usage of the bicycles.

To make sure that the cyclist use the big, guarded bicycle parking places instead of park their bikes at bridge railings, trees or lampposts, there are two options:

- > Seduce the cyclist to use the facility or
- > Cancel the need for subscriptions or fees.

Dutch Railways (NS) who mostly operates bicycle parking facilities have experimented on some bicycle parking facilities with new ways of bicycle parking. They created options like valet parking and "premium parking" experimenting with the yield of fees. After a year and a half they cancelled the experiments due to a lack of demand.

In other stations the municipalities created guarded facilities with no usage fee. These are well used but put even more pressure on the remaining guarded facilities with a usage fee.

At the Amsterdam Amstel Station the Dutch Railways, Amsterdam, Stadsregio Amsterdam and ProRail started a pilot. Amstel Station, on the eastside of the city has a guarded facility in the cellar with a capacity of 1.300 parking places which was only used for 30%. Cyclist needed to pay a fee to use it. All of the unguarded, free to use, bicycle places on the forecourts are fully used. Some pedestrian routes were seriously blocked by wrongly parked bicycles and made the quality of public space suffer. Quality of public space suffered. From December 2013 the guarded bicycle parking facility is free to use and cyclist are seduced by advertisements to use to station's facility.

Also unsafe or badly parked bicycles are removed. The municipality of Amsterdam pays the operator. Evaluations show that bicycle parking facility now has an occupancy rate of 70%.

All cooperating stakeholder organisations now try to implement this solution on other railway stations and main (future) public transport nodes (like at some metro stations) in Amsterdam.

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- **Birmingham: Huge HS2 redevelopment plan to include new Metro tram route**

Ambitious plans to create a thriving new district around Birmingham's forthcoming high speed rail station have been unveiled. More than 141 hectares of land in the city's Eastside district would be transformed in one of the biggest urban regeneration schemes in Britain, and by far the biggest redevelopment so far announced on the back of the HS2 high speed rail project.

The new developments will be focused around the brand new city centre station - Birmingham Curzon - where HS2 will terminate on its 49-minute journey from London. The station will place Birmingham at the heart of the new national high speed network with the first trains due to arrive in 2026.

The Birmingham Curzon HS2 Masterplan, drawn up by Birmingham City Council, also includes a new Metro tram route branching off the extension currently being built through the city centre and travelling down through Eastside before stopping directly underneath the high speed rail station.

Centro, the transport authority for the West Midlands, said the tram connection would play a key role in making sure the region got the maximum economic benefits possible from high speed rail. Independent research has shown that the West Midlands can more than double the economic growth and jobs offered by HS2 if the right transport infrastructure is put in place to best connect and feed into the region's two high speed stations.

Working closely with Birmingham City Council in drawing up the Curzon Masterplan, Centro has developed proposals to ensure people from across the West Midlands can easily access the HS2 station. The principle connection is a Midland Metro route that would stop underneath the station and then continue out through the Digbeth area before terminating at a park and ride facility close to the inner ring road.

Centro Chief Executive, Geoff Inskip, said: "Even in isolation HS2 offers significant economic benefits for our region yet we can

secure so much more by getting the connectivity right. With the proper transport links we can double the benefits for the West Midlands, increasing the number of new jobs to 51,000 while securing an annual boost to the regional economy of more than £4 billion.



(Curzon Street interior) A computer generated image of how the interior of the Birmingham Curzon high speed station will look.

Taking the Metro to Birmingham Curzon is a cornerstone of that required connectivity. Not only will it provide a quick and comfortable link for the 12,000 West Midlands people arriving at the station each hour but it will also serve as an additional catalyst for growth in Eastside, helping to open up new pockets of development."



(3D New Canal Street) – A computer generated image of how the Metro trams will stop underneath the Birmingham Curzon high speed rail station.

The tram link would connect the high speed station to a Metro system already undergoing a major transformation. Work is well underway on the £128 million extension through the heart of the city from Snow Hill Station to New Street Station and plans are also being finalised to take the trams on through a redeveloped Paradise Circus to the new library in Centenary Square. A fleet of 20 new trams will also start going into service on the existing Metro line between Wolverhampton and Birmingham later this year.

The cost of extending Metro to Curzon Street Station is expected to be around £50 million with another £55 million to take it down to the inner ring road. The extension would be designed to allow future expansion of the tram network to the east of the city, potentially linking it to Birmingham Airport, the National Exhibition Centre the UK Central business development.

Mr Inskip added: "Last October Lord Deighton, Chair of the HS2 Growth Taskforce, challenged the regions to put in place the schemes needed to squeeze every possible benefit from HS2. That's exactly what we are doing with the Curzon Masterplan. Linking the Birmingham Curzon station to the Metro network will connect the wider West Midlands and especially people in

the Black Country to the national and European rail connections offered by HS2. It would also mean that all of the city's rail stations, so from New Street, Snow Hill, Moor Street/Curzon Street are connected by the Metro network. Birmingham Curzon needs that connectivity which in turn will help the region get the most from HS2".

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● **CRTM grants Awards to Promotion of Public Transport and Sustainable Mobility**



The Regional Transport Consortium of Madrid (CRTM) has delivered on January 14th, the II Awards on Promotion of Public Transport and Sustainable Mobility, in which Public Transport field initiatives coming from 26 organizations individuals or companies are recognised.

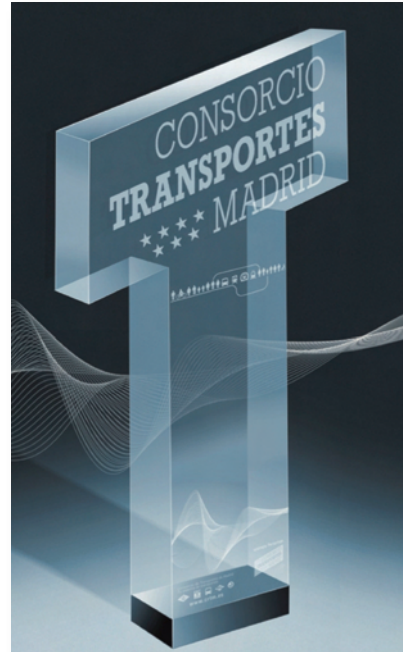
The awards had two categories. The first category intended to recognise employees in any of the PT system operators, who through their daily work have transformed the transport network of Madrid in a reference of quality. This category recognises workers from: Metro de Madrid, EMT Madrid (urban buses), suburban railway RENFE, interurban private bus operators, light rail as well as transport interchange stations. A total of 10 workers were awarded in this category.

The second category consists of awarded companies and institutions that have taken measures to promote public transport and sustainable mobility, given its scope, impact, innovative nature and degree of implementation, as well as special mentions for those public events or people who spread the values of public transport. It includes all types of organizations, both public and private, considering the importance of economic and social sectors for being involved in spreading benefits from public transport and sustainable mobility. In this category 11 awards were granted. Within this category worth mentioning are:

- > Spain national handball team and Cirque de Soleil, having altruistically collaborated with CRTM on the promotion of regional PT, by advertising campaigns and PT support events ;
- > Municipality of Aranjuez and Getafe for activities developed within its General Plan for Urban Mobility ;
- > Interurban bus family business company Julián de Castro, who turns 100 years of service ;

- > A small sized enterprise that provides annual public transport pass to its workers ;
- > Citizens barely related to PT, such as the policeman who saved a user's life of Metro, who fell onto the rail tracks at the time a train was coming into the station.

To close the Award Ceremony, the Regional Transport Consortium of Madrid also acknowledged the labour of six employees leading 25 years working in this institution.



The awards ceremony was presided by the Regional Minister of Transport, Infrastructure and Housing and President of the Regional Transport Consortium of Madrid, Mr. Pablo Cavero, in the presence of a large group of renowned personalities and attendees.

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● **TfL publishes world's first transport health action plan**

Transport for London (TfL) has published the world's first transport health action plan, "Improving the health of Londoners", which sets out how it is working to improve the health of people in London. According to London's Transport Commissioner, Sir Peter Hendy CBE, transport has a significant role to play in helping to tackle the major public health challenges London faces. If we can make the environment and our public spaces more inviting, then that will also encourage people to be more physically active.

As the capital's integrated transport authority, TfL keeps London moving, contributing to its success as a world city. It also has an important role to play in the quality of life of Londoners and helping tackle some of the public health challenges London faces. Enabling people to be more physically active is a public health priority for London, as it can help to prevent some of our biggest health challenges including type 2 diabetes, obesity, heart disease and some cancers.

The choices people make for getting around the capital impact upon health and the action plan shows that transport is the main

way that people stay physically active. More than two-thirds of all public transport trips involve walking five minutes or more and a quarter of adults in London get all of the physical activity they need to stay healthy through their everyday travel.

More people travelling by bike is a key outcome in The Mayor's Vision for Cycling, which aims to double cycling in London by 2020 and to help grow the number of people benefiting from the health aspects of cycling. TfL has more than trebled spending on cycling, the growth which is set to deliver £250m in health benefits each year.



TfL is committed to improving air quality, reducing death and injury on London's roads, as well as encouraging people to get more physically active.

The Mayor, TfL and London boroughs are also working to transform London to make it a city that is easier and more pleasurable to enjoy on foot. A number of measures are being introduced to achieve this, including new and improved public spaces, better walking routes that link places people walk to, and more routes away from traffic.

TfL and partners are also expanding the coverage of Legible London pedestrian signs to help people easily find their way around the city.

The action plan sets out ten actions to be delivered over the next three years to demonstrate the important role that transport plays in the health of Londoners

Under the ten actions, TfL will:

- > Quantify and where possible monetise the health impacts of TfL's projects and policies ;
- > Explicitly build health into the development and assessment of policies and projects ;
- > Evaluate the health impacts of its programmes ;
- > Assess what TfL is doing against the public health evidence base ;
- > Strengthen TfL's Health Impact Assessment processes ;
- > Support staff to be more physically active as part of their daily travel ;
- > Support boroughs to improve the health of their populations through their transport plans and investment ;

- > Work with public health intelligence specialists and academics ;
- > Work with the National Health Service to encourage travel analysis in the earliest stages of planning for changes to healthcare provision ;
- > Urge central government to support our role in increasing the physical activity levels of Londoners.

Website:

<https://www.tfl.gov.uk/cdn/static/cms/doments/improving-the-health-of-londoners-transport-action-plan.pdf>

● **New TfL website puts customers in control, making it easier than ever to plan journeys on the move**

Transport for London (TfL) has developed a new website to make it easier than ever to plan journeys on the move and make the most of all London has to offer. The new site is optimised for use on mobile, tablet, laptop or desktop and puts customers in control by providing more personalised, live travel information, including a new 'Nearby' function which shows all local travel options and real-time service information.

The way customers and road users want to receive information has changed dramatically in recent years. Seventy per cent of Londoners now use a smart phone and almost nine in ten (87 per cent) use the internet for maps and directions. The TfL website now receives 250 million visits a year and TfL's Twitter feeds and Facebook pages now have more than one million followers.

Highlights of the new website, which has been running in beta mode for the last eight months to give customers the opportunity to shape its development, include:

- > A 'Nearby' feature, which allows customers to see on a map all the Tube, bus, river, London Overground, DLR, National Rail and Barclays Cycle Hire services in their vicinity, including live information on departures and how many free bikes or docking spaces are available ;
- > Improved mapping using Google maps, including Street View to help when visiting unfamiliar areas and Visitor Mapping that displays tourist attractions and other points of interest ;
- > Live Status and Departures, providing real-time information about arrivals, departures and service status for London Underground, DLR and Overground stations, bus and tram stops, river piers and Emirates Air Line ;
- > Road Status Boards, showing the impact of traffic incidents, how the traffic is flowing on main roads and how they will be affected by future planned events ;
- > A more intuitive Journey Planner with a 'use my location' feature, which saves recent searches and provides walking and cycling options ;
- > An improved 'Transparency' section, providing more extensive information about how TfL operates, including the contracts it enters into ;
- > Improved search tools, allowing easy filtering between travel information, news, documents and reports.

According to Phil Young, TfL's Head of Online, the new website puts customers in control, with more live travel information and

options making it easier than ever to plan and make journeys in London. He says TfL has listened carefully to what customers say they want from the website and that feedback has been used to shape the information services offered. The site has been designed so that it can be used more easily on mobile, tablet or laptop, as more customers and users check and plan journeys while on the move. With WiFi available at 131 London Underground stations, customers are able to access the TfL website while travelling on the transport network.

Since launching in beta mode in July 2013, more than two million customers have visited the site, testing out the new features and providing feedback. Around 6,000 feedback forms were received and used to ensure the new site meets customers' needs.



TfL's last major website update was in 2007 and the team took lessons from how customer information was provided during the London 2012 Games to improve the design and functionality for the new site.

Website: www.tfl.gov.uk

<https://www.flickr.com/photos/tflpress/sets/72157642995883413/>

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- **STIF (Ile de France Transport Syndicate) is accelerating the purchase of non-polluting buses in Ile de France**

On 11 December 2013, the STIF Board of Directors adopted an unprecedented plan to reduce pollutants emitted by buses. By 2020-2025 the aim is to have a fleet of all-electric and NGV Biogas buses in Ile-de-France, consistent with the aim of reducing greenhouse gas emissions by 20% written into the Plan de Déplacement Urbain d'Île-de-France (PDUIF - Ile-de-France Urban Mobility Plan).

First stage: purchase of hybrid buses, strengthening of the NGV Biogas network and installation of particulate filters

From 2014 onwards, STIF has asked the RATP (Autonomous Operator of Parisian Transports) which operates the bus network in Paris and nearby suburbs to accelerate the purchase of hybrid buses to replace the most polluting buses in the present fleet. Up to 2013 about 10% of vehicles were replaced each year. Due to an additional investment of €100M financed by STIF 40 to 50% of extra buses will be replaced between 2014 and mid-2016, making it possible to eliminate the most polluting vehicles quickly from the RATP fleet. The aim is to reduce the fine particle emissions from the bus fleet by 50% in 2 years (mid-2016).

At the same time, the existing NGV (Natural Gas Vehicle) fuel installations in Ile-de-France will be improved to benefit from

developments in this sector. So, 90 new standard buses, operating on NGV fuel and fitted with EURO 6 engines, will be purchased. They will be allocated to the RATP bus centre in Créteil (South East of Paris) where an NGV fuel network is already installed. STIF has also asked the RATP to carry out studies for a second NGV bus centre to be created.



Copyright: Christophe Recoura / STIF

Furthermore, STIF has unlocked €32.5M of grants to enable private operators running regular suburban routes to equip all their bus and car fleets with particulate filters. Nearly 950 vehicles will soon be fitted with these. In addition, STIF will be responsible for the extra costs of acquiring hybrid buses for 24 routes operated in dense urban areas by private companies.

2nd stage: towards a 100% electric fleet

In the longer term the aim is to direct bus acquisitions for the centre of the urban area towards a 100% electric fleet.

Hybrid technology will make it possible to ensure the transition to a 100% electric fleet in the centre of the urban area, starting with the plug-in hybrid, as soon as industrial offers are available.

To achieve this, STIF has decided to continue, and develop, the experimental policy it conducts with operators on future modes of transport. The expected experiments are as follows:

- Ellispup Project: experiments with the IVECO BUS plug-in hybrid which should be performed on Route 81 (Porte de Saint-Ouen - Châtelet) in 2014 ;
- CHIC Programme: STIF and RATP are candidates within the context of a European Research Programme for experimentation with the hydrogen bus ;
- STIF and RATP project in collaboration with one or more industrialists to experiment with operating a route with 10 totally electric standard buses.

Figures for the Francilien bus network

9,000 vehicles (including 4,500 for RATP) ;
 1,450 bus routes covering 25,000 km and serving 32,000 stops ;
 More than 70 companies provide this service throughout the Île-de-France region ;
 3.5 million bus movements each day.

Data from AirParif shows that the bus share of the total nitrogen oxide (NOx) emissions is 5% in Ile-de-France and 8% in Paris. They are lower at 1% and 2% for PM10 fine particles and in the order of 3 to 5% for PM2.5 particles.

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- **In HSL's new strategy, public transport of the future is intelligent, sustainable and safe**

HSL's new vision 2025 is: "Public transport is the number one choice for travel and Helsinki region is a bellwether for intelligent, sustainable and safe mobility". The vision emphasizes HSL's key role in promoting sustainable modes of transport and a functional urban environment. In the target state, over 50 per cent of the increase in traffic due to population growth is managed by public transport.

"I'm extremely satisfied with HSL's new strategy. Our goal is to increase the modal share of public transport by several percentage points by 2025. This challenges us to find new solutions for our customers' needs. There are major changes taking place in the coming years, such as the opening of the Ring Rail Line and West Metro, changes to the payment system, tendering of rail services as well as our new customer program. The objective of all of the future changes is to improve our customers' service experience so that public transport would be the number one choice for travel now and in the future," says Suvi Rihtniemi, HSL's Executive Director.



HSL started work on the new strategy in autumn 2013 and the work was completed in February 2014. From the outset, we developed the strategy in partnership with our stakeholders, customers, decision-makers and staff. Strategy ambassadors were selected in each department, who actively participated in the process. In addition to strategy workshops held with different staff groups, information about the state of the process was openly available on HSL's intranet. The aim was an open, dialogical process in which the staff can feel truly engaged.

HSL's recently revised values, customer focus, cooperation, continuous development and environmental responsibility, formed the basis for strategy development.

To begin with, a staff survey was conducted on the theme "What will the ideal public transport be like in 2025". In October/November, a similar survey was conducted for customers at hsl.fi. Nearly 1,000 customers responded to the survey. Customers wished for a stronger trunk route network, crosstown routes, frequent service, low fares and safe public transport. These themes are at the core of the new strategy.

In addition to the vision and basic task, HSL established six strategic objectives:

1. The customers' travel chain is based on the public transport trunk network and efficient feeder services.

2. We provide our customers with up-to-date information before and during their journeys as well as clear, easy-to-use and reasonably priced tickets.
3. A transport system based on rail services creates a more compact urban structure and makes the region more attractive.
4. We direct the increase in traffic to public transport, walking and cycling.
5. We increase the share of low-emission public transport.
6. We make public transport more cost-effective and strengthen the funding base of the entire transport system.

The Helsinki metropolitan area outlined in the new strategy is compact and pleasant. This kind of urban structure and transport system requires strong regional planning, common will and political decision-making. This means an even stronger HSL and a stronger role for HSL in the common decision-making. In a more compact city, the competitiveness of public transport improves because motoring is no longer as attractive as before. The compact structure and advanced technology help to keep the operating costs of transport reasonable and ticket prices low. Travel chains are effective and transfer between different modes of transport is easy. Well-performing public transport enables also the smooth flow of freight traffic.

Transport system planning is based on a strong rail network to ensure the conditions for the creation of a compact and sustainable urban structure. Many of the large transport system development projects in the HSL area, such as the West Metro and Ring Rail Line, will be completed during this strategy period. They provide significant positive opportunities for increasing the popularity of public transport and for the development of services in the region.

In addition to the operational strategy, HSL also created its first HR strategy. The HR strategy vision is: "We are excited and committed to cooperation and development. Our approach to work is customer and solution-focused."

The vision provides tools for our demanding work in creating intelligent, sustainable and safe transport solutions for the needs of our customers and the region.

The strategy translates into action in everyday work. In 2014, HSL puts a lot of effort into communicating the strategy. The strategy was crystallized in an image to be used for active interaction with the staff and stakeholders. The whole organization participates in the strategy dialogue to make the objectives known to everyone and part of the everyday work. The achievement of the objectives will be monitored on a regular basis. The objectives and their achievement will be openly displayed to customers, stakeholders and decision-makers.

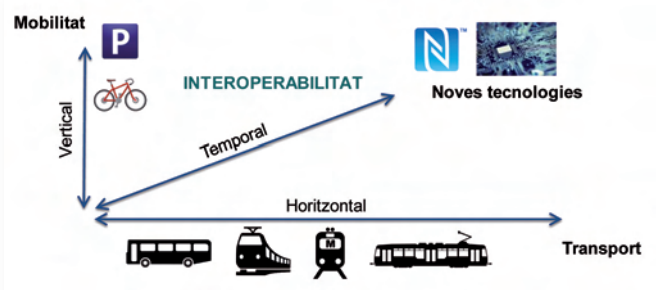
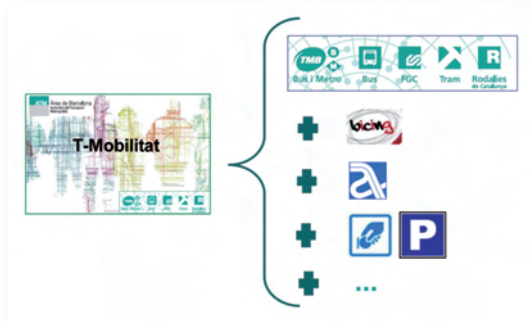
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To receive this newsletter by e-mail:
contact@emta.com

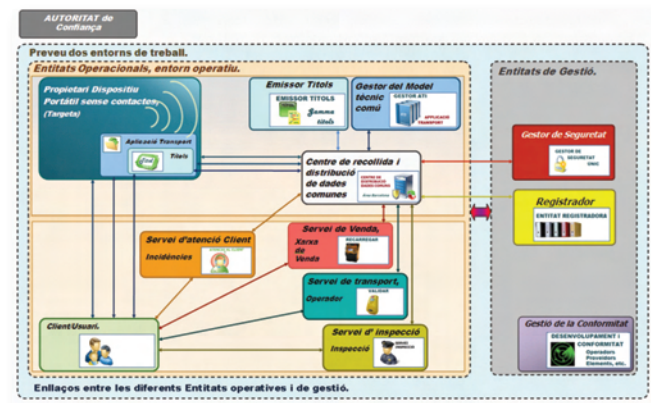
● **Barcelona ATM is on the way to T-Mobilitat**

Over the next few months Barcelona will launch a new mobility card to replace the 84 different public transport integrated fares that coexist nowadays in the metropolitan area of the Catalan capital. However, the T-Mobilitat project is not limited to public transport but has a much broader scope, defined by current tendencies and needs, and is set to be a pioneering project in terms of the integration of all transport services, which will be brought together in a single card.



The T-Mobilitat technological system has been developed jointly by the Barcelona Metropolitan Transport Area (ATM) and the most important public transport companies, fully aware, on the one hand, of the obsolescence of the present machinery and fare system, dating back to 2001 and the fare integration of the public transport services that coexisted at that time.

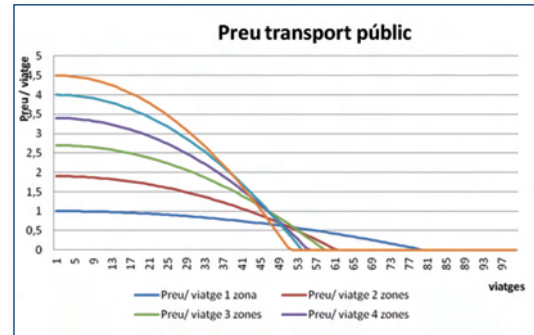
Today's needs are no longer those of over a decade ago, and the current system lacks the flexibility, security and versatility that modern day technology will bring to the new Catalan mobility ticket. The new system has been designed according to a model based on open and internationally regulated (European Directive STD 2010) specifications.



Model referencia ISO/IEC 24014 per a un Sistema de Gestio Tarifaria Interoperable

T-Mobilitat is based on contactless technology and powered by a high performance chip, applicable to a wide range of physical supports, from memory chips, to bracelets or smartphones. The replacement of all the old magnetic machinery will be accompanied by a new fare and management system, better adapted to

user needs and that, by means of real time data provision, will ensure a quantitative leap in the amount of information available to the operators as a support for the taking of service decisions. In the new fare system, the price of each trip will be tailored to each person's actual mobility, with discounts for frequent use and an increase in the marketing channels, allowing citizens to choose between prepaid, postpaid (bank debit), online renewal and payment by mobile.



The T-Mobilitat card has been designed by and for the public transport system and will work as a public-private partnership agreement, the concession for which is currently being decided on the basis of a competitive dialogue process.

The aim of the Barcelona ATM is to start the implementation of the new system by mid-2015, and to complete the migration process by 2017 with the integration in the T-Mobilitat project of the transport and mobility systems of Tarragona, Lleida and Girona, making it possible to travel throughout Catalonia using a single transport card.

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● **Traffic Information Austria (VAO)**

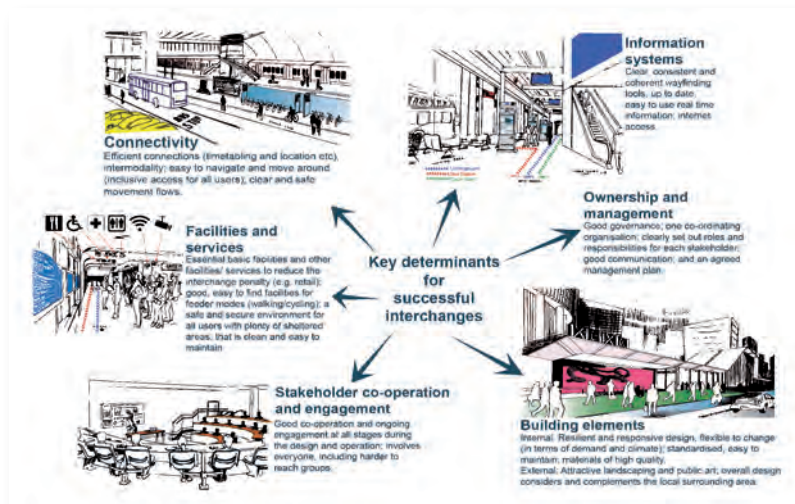
Traffic Information Austria is a high-quality, Austrian-wide, intermodal traffic information system, which is built and authorized by traffic infrastructure, traffic information, and transportation providers. Routing information and other information contents for most traffic means and its linking options are provided, such as: car routing, public transport routing, bicycle routing, Bike & Ride, Park & Ride, hire bikes, car sharing etc. The VAO supports its users in the choice of transport mode, information about traffic obstructions, traffic jams and road works and includes these in the route calculation.

The VAO is offered as a stand-alone traffic information, but will also serve as the basis for the respective traffic information provided by its partners. The VAO is client-capable and will be adapted to the layout and needs of each partner and will be available free of charge for citizens and tourists. VAO is a joint project of leading players in the mobility sector in Austria.

More information: www.verkehrsauskunft.at
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● City-HUB project: key determinants for successful interchanges

Policy makers are becoming increasingly aware of the need for public transport to compete with private transport in order to manage demand on the transport networks. Sustainable transport use is supported by good interchange design; therefore it is important to understand what makes interchanges successful. A consortium of 9 European research institutes from 9 different countries are involved in the City-HUB project, supported by the European Commission under the 7th Framework research programme. The project aims to contribute to the design and operation of seamless, smart, clean and safe intermodal public transport systems. The project is coordinated by the Transport Research Center (TRANSyT) of the Universidad Politécnica de Madrid (UPM). EMTA-secretary is member of the expert advisory group of the project and has contributed to the validation of results in the first stages of the project.



The first stages of City-HUB have used literature and evidence reviews, stakeholder and practitioner interviews and traveller surveys to understand what makes a successful interchange from the perspective of the user/traveller, the transport operators and also assess the relation to policy, business model and governance. We have identified the key determinants for successful interchanges (see figure below). This is input to the City HUB model that will be developed and tested in the next stages of the project and aims to improve efficiency and accessibility to all user groups.

Conclusion

The results from the City-HUB project have shown that there are many different aspects that need to be combined to make a successful interchange. It is also clear that different features have different levels of importance for the various stakeholders involved. The next steps of the project are to develop a 'Guide for Efficient and Smart Design and Integrated Management' and the City-HUB Model which will provide specific guidance on how to put these findings into practice and develop a successful interchange.

These guidelines will be tested in several European interchanges. Final results will be available in February 2015.

For more information, visit the project website:
<http://www.cityhub-project.eu/>.

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Agenda

- **TRA 2014 Transport Research Arena**
Sustainable mobility Conference
14-17 April 2014
CNIT, LaDéfense, Paris, France
<http://tra2014.sciencesconf.org>
- **Grow your city with public transport Regional Congress and exhibition**
27 April - 30 April,
Dubai, United Arab Emirates
<http://www.uitp.org/grow-your-city-public-transport>
- **New Intercity Bus Lines:**
"Market for the bus, competition for the rail"
5 May
Brussels, Belgium
<http://www.uitp.org/new-intercity-bus-lines-market-bus-competition-rail>
- **UITP Organising Authorities Committee**
8-9 May
Helsinki, Finland
<http://www.uitp.org/events>
- **EMTA Spring General meeting**
15-16 May
Rotterdam/The Hague metropolitan region
- **EU Commission**
Stakeholder seminar study to equip trains with ETCS
21 May
Charlemagne building, room Sicco Mansholt
Brussels
http://ec.europa.eu/transport/modes/rail/events/2014-05-21-seminar_en.htm
- **ITF - Summit Transport for a Changing world**
21-23 May
Leipzig, Germany
<http://2014.internationaltransportforum.org>
- **EPTA Final Conference**
"Public Transport Authority - a key factor leading to transport sustainability. Lessons learnt, impacts, and commitments"
28 May
Brussels, Belgium
<http://www.eptaproject.eu>
- **Transports Publics 2014**
European Mobility Exposition of UITP
10-12 June
Paris-Expo, Porte de Versailles, France
<http://www.transportspublics-expo.com>
- **Essonne County Council**
Closing conference European project "Climate-Energy, Yes we do"
26 June
Génocentre d'Evry, France
http://www.energycities.eu/IMG/pdf/Presentation_CLIMATE.pdf
- **4th NFC World Congress**
Mobile proximity: Service, Innovation and Business
22-24 September
Marseille, France
<http://www.nfcworldcongress.com>



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