

News from the cities

● Consorcio Regional de Transportes de Madrid CRTM winner of the Award for Outstanding Innovation in the Public Transport for the Madrid Interchange Plan.

The award was granted by the International Transport Forum (ITF) and the International Association for Public Transport (UITP) at the International Transport Forum in Leipzig 27 May 2010 in the presence of the Ministers of Transport and high-level representatives of industry and research.

The objective of the ITF 2010 Award was to acknowledge innovative public transport projects or initiatives that specifically address quality of service, sustainability of the public transport system, intermodal interfaces between public transport and other modes to achieve a seamless journey, and collaboration and leadership for innovation within the public transport sector. 26 applications of remarkable high quality were in competition.



ITF explained the selection of CRTM with the following comments:

"Transport interchange stations are a crucial part of the public transport system, which allows travelers to make a wide range of trips both comfortably and pleasantly. It is more and more evident that modal integration plays a fundamental role in the transport system success. The fact that more citizens have abandoned private transport to use these interchange nodes serves as proof that the old concept of railway and public bus stations is no longer valid in today's world.

Madrid Interchanges Plan is the culmination of this unification process between the interchange points of the intercity bus lines and the Circular Metro line. With the adequate construction and improvement of the new transport interchange stations a modal interchange network has been organized around Madrid's entrances in relation to the highways that access to the city and the circular underground Metro line. Madrid Region has seven important highways that connect the region with Madrid City. In each entrance an interchange station has been built up connected with the Metro underground network and the metropolitan and urban bus lines.

In any case it is an extremely ambitious plan, nothing like it exists in no city in the world. Other cities have been able to build one interchange station, but none has built a network of interchange stations that can move more than a million users a day and contain the entire flow of passengers accessing the city from all its entries.

Madrid Transport Interchange stations are an example of innovation and a global benchmark, being the model exposed in most of transport conferences for broadcast. In particular about:

- **New technologies:** In order to guarantee the functional viability of the transport interchange stations, a system is required to supply the stations with data and information efficiently and responsively. This system should provide the users with a comfortable environment where they appreciate the safety, rapidity and integration of all the transport available, through clear, intuitive and efficient information.

- **Fire protection:** The design of the installations is based on a fundamental requirement: to limit the evacuation time to six minutes, sufficient time for those in the building to evacuate and be in a safe external space. This requires that the study specifically deal with all the fire safety criteria used as a basis for the development of current regulations.

- **Mobility simulators:** As a result of the mobility simulators studies, it was possible to verify the designs, the operational plans and the evacuation times and conditions for the transport interchange stations, making this infrastructure safer and more comfortable for passengers.

- **Traffic control:** Management of several thousand vehicles per day, with their stops and waiting times at different points, represents a considerable challenge in itself, on top of the challenge posed by the unique underground configuration of the traffic interchange station, itself.

- **Safety plan:** Safety is one of the most important pillars of any transport infrastructure, and this is particularly true of transport interchange stations, which are used on a daily basis by hundreds of thousands of passengers."

Source: *International Transport Forum press release May 2010*
www.internationaltransportforum.org/2010/prizes

For more on the Madrid Interchange Plan, contact: Javier Aldecoa
www.ctm-madrid.es

● Bus network overhaul proposed for South Yorkshire

David Brown, Director General explains in the following lines why SYPTTE engages with the public on its Vision for Bus Services.

"More than 80 per cent of South Yorkshire's public transport journeys are by bus, or to put it another way, one in six of all journeys into town are made in this way. That is why maintaining a high standard for our bus services is so important to delivering a high-quality public transport network.

But while buses remain the most popular form of public transport, the number of people using buses has only been growing slightly, mainly due to the free travel for the elderly available under the English National Concessionary Travel Scheme (ENCTS), whereas the numbers of people travelling by car has been increasing more significantly. This has led to more congestion, which slows journey times for everyone, as well as making the county's economy less efficient.

Here at South Yorkshire Passenger Transport Executive (SYLTE) we believe that we can encourage even more people back onto the bus network by delivering significant improvements to its quality and reliability. That is why we have drawn up proposals for an overhaul of bus services in South Rotherham and Sheffield which we believe will offer these much sought-after changes.

Our plans propose better buses, a simplified fare structure and a more stable network, with fares and route changes happening no more than once a year. A completely new fleet of low-floor buses would feature greener, cleaner engines and CCTV on all buses. There would also be more real-time information at key bus stops.

We have been working with our partners for some time to develop these plans and have been undergoing public consultation on the proposals since early July. The South Rotherham and Sheffield consultation follows related activity recently completed in Doncaster, where more than a thousand local people responded to similar proposals for the town's bus network, during which SYLTE held a series of on-street exhibition days and undertook a comprehensive direct mail campaign to residents.

In one of the best responses to any consultation in the region in recent years, it was found that 57 per cent of Doncaster bus users were dissatisfied with the quality of their bus service, and 61 per cent were dissatisfied about reliability. Unsurprisingly, regular bus users ranked frequency, punctuality and reliability as their top three priorities. SYLTE is currently consulting with operators about the best way to deliver the vision in Doncaster. This could entail voluntary agreements, Statutory Quality Partnership Schemes or a franchising option known as Quality Contracts.

In South Rotherham and Sheffield, we are talking to the bus operators and considering legal options to explore how this vision can be made a reality. We believe it will build confidence in the bus network, improve passenger satisfaction levels and would encourage more people to use the bus. That would mean less congestion on our roads and contribute to a better quality of life for us all in South Yorkshire.



We believe our proposals are achievable and would make a real difference to the quality of bus services in our region. But, as always when we undertake any major scheme, we want to know what the public think, so that we can make the proposals as responsive to people's needs as possible. That way, we will be well-placed to deliver the bus network South Yorkshire residents deserve."



(From the editor) This major piece of consultation has been carried out by David Young, SYLTE Director of Customer Experience. davidy@sylte.co.uk

SYLTE's proposals for the South Rotherham and Sheffield bus network are available to view at www.busvision.co.uk

● London set to become a cyclists' paradise

London's cycling revolution has begun. This summer marks the start of the two major schemes introduced by the Mayor of London Boris Johnson and Transport for London (TfL), putting cycling at the heart of transport in the Capital.

Thousands of bikes will be available for hire in central London from end of July when Barclays Cycle Hire is launched. From 30 July, Londoners and visitors will be able to pick up and drop off bikes from docking stations across the Zone 1 travel area. Around 6,000 bicycles will be available from approximately 400 docking stations. It will be a really cost effective way to make short trips around town with all journeys under 30 minutes free of usage charges and access fees from £1 (€1.20) for 24 hours to £45 (€54) for an entire year. A short film on how to use the Barclays Cycle Hire can be viewed at:

www.youtube.com/user/BarclaysCycle



Boris Johnson Mayor of London

Barclays Cycle Superhighways will benefit London's cyclists with 12 routes that will make it safer and easier to commute by bicycle between outer and inner London on direct and continuous cycle routes. Each Barclays Cycle Superhighway is easy to recognise and follow, helping Londoners to commute to work by bicycle. Safety is being improved through specific measures such as the provision of Advance Stop Lines and continuous lanes through junctions where appropriate. Road surfaces have also been improved to ensure a smoother ride. You can keep up-to-date with the latest information about Barclays Cycle Hire and Barclays Cycle Superhighways at:

www.twitter.com/BarclaysCycle

Both schemes aim to build on the massive 117 per cent growth in cycle journeys on London's major roads since TfL was created in 2000 and are expected to generate up to 40,000 extra cycle trips a day in central London.

● **Transfer of the Renfe-Rodalies local railway service to the Catalan Government**

Contractual framework

On January 1st this year, the local railway service operated by Renfe Rodalies was transferred from the Spanish Central Government to the Government of Catalonia. 197 trains and around 900 workers provide the service. This is the first time that a regional government in Spain has taken over functions that have been, until now, exclusive to the Central Government.

To manage the transfer, the Catalan Government – Renfe Operadora Mixed Coordination and Control Body was set up, with four representatives each from the autonomous Government and the railway operator. Moreover, the Catalan Government has appointed the technical director of Barcelona Metropolitan Transport Authority as technical coordinator of the Rodalia local railway service.

The powers transferred concern management, regulation, planning, coordination and inspection of the service, as well as setting the fares.

According to the transfer agreement, the Catalan Government undertakes to continue with the current contract-programme signed with the Spanish Government until 31 December 2010. After that date, the Government will be free to negotiate a new contract for the 2011-2015 period or to appoint a new operator from 2012.

For its part, the State will assume the entire Renfe Operadora deficit, which is estimated at around 117.2 million euro per year. This amount includes operating loss, depreciation on investment and financial costs. The agreement specifies that the Catalan Government will assume no losses sustained by Renfe Operadora either in 2010 or in the previous years.

When the current contract-programme expires, the Catalan Government will be free to renew it with Renfe or to appoint a different operator to run Barcelona local railway services. Whether or not Renfe continues to operate the service, the State Administration will transfer to the Catalan Government an amount equivalent to the deficit generated by the provision of the service.

The Catalan Government may establish different quality levels and its own fare policy. It may also modify the standards of service from those agreed between the Spanish ministry and Renfe (increased frequency, capacity of trains, etc...).

Actions carried out

Over the first half-year since the service was transferred, progress has been made over four lines of action:



- > Extension of the daily service span and increased weekend services;
- > Increased the comfort, with the purchase of 59 new trains, reducing the average age of the train fleet to 10.7 years;
- > Improved information and customer services, previously a serious shortcoming;
- > Launch of a “mystery shopper” programme;
- > Introduction of automatic public address systems and information monitors at 70 of the 108 stations that form the network;
- > New image for Renfe Rodalies.

As a consequence of these improvements, the average user quality rating has risen from 6.24 to 6.31 in the six months since the Catalan Government took over responsibility for operating the system.

For more: www.atm.cat

● **Montreal pursues the deployment scheme of double-decker cars on commuter train lines**

With nearly 22% of the annual ridership of commuter trains the Dorion-Rigaud line was in great need of high capacity train sets. The double-decker cars are in operation since 25 May 2010. The first of the five commuter train lines to be delivered was Mont Saint-Hilaire (see *EMTA News n°38 “A new era for commuter trains”*), Dorion-Rigaud is the second, two additional lines will follow before the end of the year.



“This is excellent news for the West Island that is experiencing significant population growth and a daily congestion on its road network. The commissioning of this new rolling stock perfectly meets Quebec’s government goals as defined in its Politique sur le transport collectif des personnes (mass transit policy)” have stated the three government representatives on the opening day 25 May.

In concrete terms, the commissioning of these new acquisitions represents improved comfort, reliable service and increased general capacity. With the deployment of these new passenger cars, the seating and total capacity of the Dorion-Rigaud line, second in terms of ridership, will increase by 40%. From a general perspective, these 160 new cars will increase commuter train capacity by 70% on all five commuter train lines, by adding almost 43,000 additional commutes per day.

Each car has 142 ergonomic seats and features a spacious intermediate level between the upper and lower decks with benches and a two-way communication system between passengers and the crew. Each train-set will have bathrooms, located in the cab car.

Annual ridership on commuter trains is close to 16 million trips, ranking the Greater Montreal area sixth in North America.

For further information: www.amt.qc.ca

● **Introducing Art to the travelers: the Mlociny hub major interchange of the Warsaw Public Transport Authority (ZTM) as a Park for the Art.**

The successful combination became possible owing to the agreement of the ZTM with the Academy of Fine Arts (ASP) in Warsaw. It was meant to enable young novice artists to present their works on the grounds of the Mlociny interchange hub. In return, the ZTM gained factual support on works conducted over the graphic design of organized information and educational campaigns.



Justyna Steczkowska

Public space used to be a very popular way of presenting art. In time, art was transferred to galleries and museums. The Park of Art was supposed to rediscover the space of large metropolis as an ideal place for displaying contemporary art. The Mlociny hub meets these conditions. There are sites for artistic installations, big sculptures or audiovisual shows in its external surroundings. Purpose is to let hurrying commuters, and there are over 30 thousand of them every day, merge in the world of art and slow down.

The Park of Art opened on 15 June 2009 with the exhibition "Public Transport in the Lens of the Students of the Academy of Fine Arts" of black and white photographs from a competition organized by the ZTM Warsaw and the Academy. The photos incorporated in the sidewalks to give an original perspective were displayed in the patio of the Mlociny hub, an easily accessible space opposite the exit from the underground train station. The inspiration came mainly from the students visit to the tramways depot in Mokotów and Praga. The photos, composed of shades of white and grey, full of the play of light and shadow, presented everyday life of a depot and of the city, they showed people at work, people

travelling, communication details, and reality seen through bus and tramway windows.

Young sculptors also showed their works. Some using deliberately the technique of black and white photo, presented models in poses stylized to look like sculptures. Others displayed their spatial constructions made of polystyrene foam in the Mlociny interchange hub. A photo session of a popular singer Justyna Steczkowska was also organized among these polystyrene sculptures.

In fact the contribution of ZTM Warsaw to the promotion of culture through public transport doesn't stop there. Other recent activities range from organizing design contest to promoting film festival or supporting literature. ZTM organized a contest for a universal logotype for future marking municipal means of transport, in collaboration with the Bemowo district. Participants were numerous attracted by the prizes, an invitation to the highly popular Sonisphere rock festival (featuring Metallica and AC/DC). Contributions were very diversified from hand made drawings to professional designers. The jury awarded the logotype representing a mermaid (the symbol of Warsaw) playing the saxophone.

The ZTM Warsaw also participated in the promotion of the third edition of the Soviet and Russian film festival Sputnik. The event celebrates Russian cinema masters and notably the recent winner of the "Window to Europe" festival, the film "Stone Head" starring the famous Russian boxer Nikolai Valuev. Advertisement posters were placed in all the public transport vehicles.



And last but not least, ZTM supports literature in promoting for example the novelist Tomasz Konatkowski for his novel "Nie ma takiego miasta" (There isn't such a city) the third book of a series of thrillers featuring a Chandler-like detective solving crime enigmas in the setting of daily life and realities of Warsaw city. At times passengers received leaflet containing

parts of the novel. Besides, to celebrate the World Book Day on 23 April, ZTM Warsaw, Nokia Poland and Audioteka.pl invited passengers on board "audiobuses" to share pieces of literature from Wladyslaw Reymont to Paulo Coelho to fairy tales from Andersen, read by famous Polish actors. No doubt passengers must have enjoyed the trip.

More information at:
www.ztm.waw.pl

Agenda

- **125th UITP Anniversary**
19 September 2010
Brussels, Belgium
www.uitp.org
- **AET European Transport Conference**
11-13 October 2010
Glasgow Scotland, United Kingdom
info@aetransport.org
- **UITP Workshop Better city Better Life-** the contribution of public transport to social inclusion
12 October 2010
Brussels, Belgium
www.uitp.org
- **EMTA General Meeting**
11-12 November 2010
Barcelona, Spain
www.emta.com
- **MEDIATE**
European project under 7th FP Final Conference
18-19 November 2010
London UK
info@mediate-project.eu
- **Annual POLIS Conference 2010**
Innovation in Transport for Sustainable cities and regions
25-26 November 2010
Dresden, Germany
polis@polis-online.org
- **TrolleyMotion**
New Horizons for Urban transport: Innovative Electric bus systems
30 November - 1 December 2010
Luzern, Switzerland
www.trolleyemotion.com/de

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