

D3.4 - IMPLEMENTATION PLANS



POLICY LEARNING IN INFORMATION TECHNOLOGIES
FOR PUBLIC TRANSPORT ENHANCEMENT

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1. Introduction

The INTERREG IVC programme identifies that: “All projects approved in the fourth call have to elaborate ‘implementation plans’. An implementation plan is defined as a document that specifies how each partner ‘region’ will work to integrate the lessons learnt from the cooperation into its local/regional or, if relevant, national policies”.

The implementation plan outline the current public transport context in the Region as well as describes most of experience gained within POLITE project.

Each local Implementation plan:

- outline the current public transport context in the Region
- match the position of the local site to good practice cases identified during the POLITE project.
- identify a public transport vision for the future,
- indicate clearly the policies to be developed in the future in terms of new policies or adaptation of existing ones (that is to say in terms of planning future actions).
- define the objective(s) / strategic goal(s) required to implement these policies.
- identify the actors involved and the external consultation required.
- refine the public transport policies.

2. City and Region Context

The city authorities have adopted the Strategic Programs 2030 for the city of Poznan, including the urban transport plan: "Sustainable development of transport". Strategic transport plans for Poznań cover next 16 years. The main objects of mentioned plans are:

- improving the quality of life and the attractiveness of the space and the architecture of the city,
- creation of Metropolitan Poznan,

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- increase cohesion metropolis via spatial and functional integration of Poznań agglomeration with municipalities,
- exposing and increase the attractiveness of the valuable elements of Poznan.

Adopted by the City Council "Transport policy of the city of Poznań" clearly states its principle - sustainable development, in terms of maintaining transport system in harmony with environments: natural, cultural and the socio-economic.

Internal harmony is to ensure a symbiotic relationship between the movement of public transport vehicles, pedestrians, bicycles, cars and transport of goods. Program "Sustainable development of transport" shall pursue the objectives of accomplishment, as the foundation of rational development of transport in Poznan, sustainable options, ie of maintaining the balance of the economic factor, spatial and ecological social expectations concerning the availability of communication and means of transport choices and to mitigate internal conflicts, and protect the interests of weaker traffic participants.

The program provides a strong preference **for public transport and non-motorized traffic** and the introduction of restrictions on car traffic, especially in conflict zones, with mitigation measures nuisance transport. Risk of traffic noise is the most important environmental problem of Poznan. Improving this situation requires consistent, long-term initiatives in the sphere of transport system - the quality of roads, roadway facilities, state transport, traffic management, state environmental awareness of road users, etc. laid out in the Program of Environmental Protection for the city of Poznan environmental objective for the protection against noise aims to reduce the noise disturbance occurring in the city to a level acceptable legally and socially. Measures to reduce traffic noise must be comprehensively planned actions under the modernization of communication in the city.

The selected activities / projects include:

1. Efficient transport, example aim connection of city transport with high-speed rail.
2. Intelligent transport, one of the objectives is integration of traffic management systems.
3. Railway in the city, eg. connection of main train station with airport.
4. "Legible" parking.

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5. Cycling through Poznan, for example the revitalization of downtown including the needs of cycling.
6. Optimization and development of the road system, for example, building a system of dedicated lanes.
7. Ecological Delivery of Goods eg. the construction of transshipment center.

In the operational time horizon Poznań agglomeration transport system is still in development phase. There is lasting investment of prolongation of Poznań Speed Tramway, caused by bottle neck of public transport, located close to the city center. The tabor of city transport vehicles is still renewed, what is supported by two bus production facilities, located close to the city. Step by step the neighboring municipalities transport enterprises are integrated with Poznań main city operator.

Poznań officials were recently working on the Intelligent Transport System Concept, which will form the basis for the development of the detailed design of the ITS Poznan. The ITS will cover (more or less) 20% of the city area. Finally the concept was approved and ITS Poznan has finished this step. The development phase of the Project System ITS Poznan began. In parallel, the Contractor prepares a media campaign (including its range of TVP and radio), in which the inhabitants of Poznan will be informed about the ITS Poznan project.

Polite project is extremely important from form the Poznan region point of view. The ITS systems are in the initial phase of implementation, therefore, the polite project can proceed many valuable suggestions.

3. Public transport's SWOT analysis

In the table below is presented swot analysis on public transport in Poznan agglomeration. It is presented a set of strengths and weaknesses of public transport in Poznan agglomeration and a set of opportunities and risks for future solutions for the transport system.

Table 1: Public transport's SWOT analysis

Strengths	Weaknesses
Modern rolling stock used in public passenger transport in the Poznan agglomeration	A significant number of offers of bus transport is the competitors for the railway.

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<p>Shorter travel time in railway transport, compared to bus transport on the same transport relations.</p> <p>Rolling stock and bus largely suited to the carriage of persons with disabilities.</p> <p>Investments in the field of public transport</p> <p>The possibility of extending the rail lines, which does not operate passenger transport - the restoration of existing lines for use in passenger transport.</p>	<p>High sensitivity bus public transport to congestion - especially in the central parts of city and routes the inlet and outlet for the city. Travel time is greatly extended due to congestion.</p> <p>No one organizer of public transportation throughout the metropolitan</p> <p>Lack of integration fare ticket between carriers (types and ticket prices, harmonization of routes and schedules, different traffic rules and reliefs and exemptions, passenger information)</p> <p>Poor transport connections between downtown and suburbs</p> <p>The low share of public transport in the implementation of travel between downtown and suburbs</p>
<p>Opportunities</p>	<p>Threats</p>
<p>Availability and the possibility to use EU funds for the development of the transport system and the implementation of modern technologies in support of development.</p> <p>The coherence of action with the current priorities in the field of sustainable development.</p> <p>A rapidly growing industry related to collective transport (mass), both in terms of the bus fleet and station.</p> <p>Steadily increasing for the reconstruction and construction of</p>	<p>Brak narzędzi (do chwili opracowania planu) kontroli i regulacji nakładów finansowych z tytułu ulg ustawowych za przejazd publicznym transportem zbiorowym.</p> <p>The development of the automotive industry and increase the tendency to use the car for journeys between urban and suburban locations. Consequence is the increasing congestion in the central area of the city and the negative impacts on the environment.</p> <p>A systematic increase in the cost of transport services, resulting from: a wider range of fees for the use of</p>

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<p>transport infrastructure (both linear - roads, as well as point - stations) which resulting in the systematic improvement of infrastructure.</p> <p>Improving transport accessibility of the city</p>	<p>roads, increase fuel and energy prices, increased labor costs.</p> <p>Greater intensity of development of infrastructure aimed at individual transport.</p> <p>The systematic reduction of the proceeds from tickets resulting from changes in population structure.</p>
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Comforting is fact that public transport in the region of Poznan has a lot of strengths and opportunities. It is obvious that there are some weaknesses and threats, however the purpose such project as Polite is to provide guidance to eliminate them.

4. Regional/Local Policies and Instruments

The figure below shows a hierarchy of transport plans in Poland. The highest level is the national transport plan, but in terms of public transport, it says only about railway. Definitely more accurate are regional transport plans, which in detail presents guidelines for public transport.

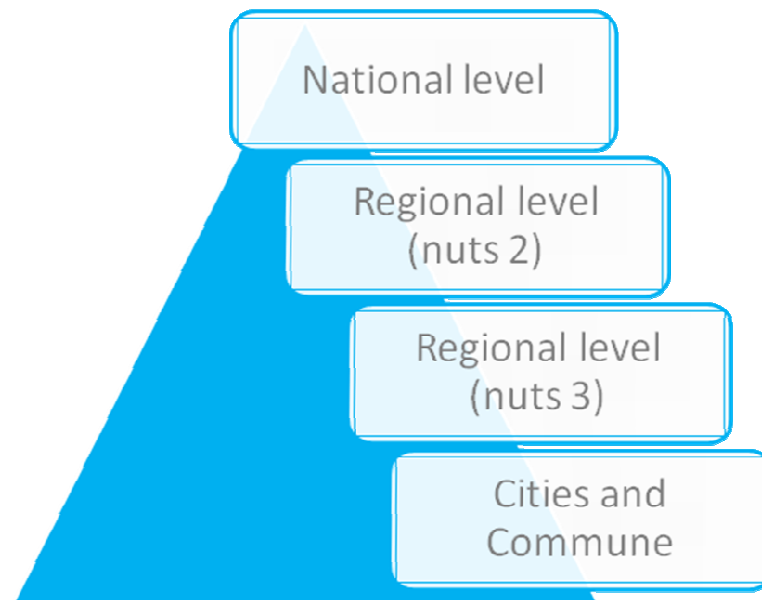


Figure 1. Hierarchy of transport plans in Poland

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1) Poznan agglomeration transport plan

During implementation of POLITE project, work on Poznan agglomeration transport plan was carried out.

The main objective of the project is to develop a plan for sustainable development of public transport in Poznan Agglomeration 2014-2020, taking into account the forecast changes until 2030 (the Plan of transport).

The development of spatial agglomeration, combined with an increase in daily mobility causes increasing demand for passenger residents. Today, politicians at all levels of government must ask the question of further courses of action aimed at better integration of large urban areas so as to provide the best possible access not only to places of work, education and specialized medical care facilities, but also to cultural institutions, sports facilities and recreation and attractive places of leisure. The biggest challenge currently facing policy makers is to change the mentality of agglomeration whose can not live without a car.

Changing habits is possible only by creating an attractive public transport system, offering customers with speed, punctuality and absolutely sure connections, as well as high level of comfort and a wide sense availability. Availability should be determined by the time come to stop, the time and the conditions of waiting for the bus, train or tram, the opportunity to enter the vehicle and take the place of sitting, regardless of fitness level. Not without significance is also an attractive ticket offer, which integrate all modes of public transport across the Poznan agglomeration.

Preparation of a transport plan for the whole agglomeration allows in the future apply for further EU funding to build new tram routes and rail intermodal interchanges, Park & Ride near the railway station and tram loop and modern passenger information systems. The new plan will be constructed in close cooperation with mayors and mayors of municipalities Poznan district.

2) Plan for Sustainable Development of Public Transport in the Wielkopolska Region

Marshal Office of the Wielkopolska Region in June 2013, began work on developing a Sustainable Development Plan Public Transport for the Wielkopolska Region.

In accordance with the Act of 16 December 2010 on public transport (Journal of Laws of 2011, No. 5, item. 13, as amended), Local government units in the province develop

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a document entitled “Plan for sustainable public transport”, which passed by the competent authorities constitutes act of local law.

Promoting public transport is one of the most important elements of sustainable development, which in addition to maximizing the economic benefits also takes into account the conditions of human life and the environment. To encourage travellers to resign from the individual modes of transport should make a collective public transport attractive from the terms of journey time, cost and quality of transport. Achieving this is possible through the integration of various modes of transport and various infrastructure elements into one coherent, comprehensive system of communication.

Regional transport plan is a new document in the Polish legal system and at the same time attempt to organize the passenger transport market in regional transport.

At the moment in the Polish legal system is lack of any reference documents, which could be an example of such a study, with regard to the scope of the analysis.

Transport plan is a document setting out:

- transport needs of the region's population,
- shape of the network of public transport lines,
- assess and forecast the needs of transport,
- preferences to choose the mode of transport,
- rules for the organization of public transport market,
- standards of transport services,
- ways of providing information to passengers,
- the impact of transport on the environment,
- financial consequences, including the profitability of certain lines of communication.

The purpose of the Transport Plan is to define the connection network in public transport, as well as an indication of the main directions of development of public transport. The primary objective of the study is to enable building a traffic model, enabling prediction of movement in the province, and investment planning. The plan will also indicate Authorities Regional trends in the organization of public transport (bus and rail). This will contribute to improving the quality of the transport system through:

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- better accessibility of the transport network for residents
- higher quality transport
- the efficiency of the transport system,
- integration of the transport system,
- reducing the negative impact of transport on the environment and living conditions.

5. Regional Information Transport Systems

During the implementation of POLITE project, several improvements in Poznan and Wielkopolska region were introduced. They were associated with the Intelligent Transport Systems.

The ITS Poznan project is located in the Wielkopolska Region in the area of the city of Poznan. The area of the project location in the city of Poznan is situated within districts Grunwald and partly Jeżyce (western part of Poznan).

Target of the project is the implementation of an integrated intelligent traffic management system in western area of Poznan.

As part of the project is expected:

- Development of traffic management system based on the existing infrastructure while maintaining the philosophy of dynamic, area traffic control system;
- Expansion of the city's existing telecommunications infrastructure, particularly fiber-optic transmission network: design and performance of Ethernet fiber access network in order to enable it to communicate electronically between elements of system installed throughout the city with Central System ITS ensures all digital data transmission between these elements, in including images from the cameras, the data collected by traffic controllers, travel information, location of public transport, etc., the development of municipal broadband wireless communications further wireless nodes, necessary for the operation of ITS system in a full range of functionality;

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- Design and implementation of an open platform, integrating elements of the ITS system that will provide data exchange between these components via open communication protocols to be developed and implemented;
- Development and implementation of a traffic model of a communication network and high-tech traffic management system to enable short-term prediction of traffic conditions on the network and intelligent traffic management. The result of this would be forgivable prevention and unloading in urban network;
- Implementation of the system tables (including mobile) and variable message signs directing vehicles providing relevant information (about events, risks, recommended tours, car parks). The purpose of this is to enable the dynamic and tactical traffic management and to facilitate the targeting of the journey, taking into account the current situation in the city, including emergencies (traffic accidents, emergencies, mass events, road works, etc.);
- Expansion of the system of priorities for trams and buses in order to speed up public transport. This system can also be used by emergency services, ambulances, etc., in order to optimize the time of passage of emergency vehicles;
- Delivery and implementation of a fleet management system of public transport, enabling control of punctuality travel, online presentation location on a digital map, arrival time prediction, transfer of information for travellers. Vehicle equipment devices to communicate with the road infrastructure (traffic controllers, distribution points signal transmission network) and the transfer of information to travellers inside the vehicle;
- Design and implementation of an information system for travellers, including arrays of bus and portal through which information will be made available for travelers (load prediction of the road network, parking information, road works, diversions, congestion, alternative routes, etc.).
- Supply and installation of road safety components: video detection, including recognition registration numbers of vehicles, development of monitoring system, supply and installation of sensory stations;
- Replacement of parts of street traffic controllers and supporting structures and lighthouse signalling.

The project includes:

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- approximately 100 objects of traffic lights, of which approximately 60 objects requires replacement drivers, support structures and lighthouse signalling
- public transport fleet - about 550 vehicles including bus and tram.

Traffic management system should improve transportation both car (individual vehicles) and public (tram, bus) by:

- controlling traffic on the road network and decrease the congestion,
- more efficient use of existing road infrastructure and transport
- improving the conditions of travel,
- acceleration of public transport, in particular, tram,
- increased demand for public transport travel
- providing current information (for drivers and passengers) useful in the planning stage and during implementation of the journey,
- increase the safety of users of movement,
- monitoring and protection of the environment,

To achieve above objectives it will be necessary to perform a number of more specific and interrelated tasks.

One of the most important of them is the extension of currently existing infrastructure, particularly telecommunications network so as to enable it to transfer all the necessary data (images from the cameras, motion detectors information, the location of public transport, and so on) to and from the Traffic Control Centre and the Centre for Traffic Supervision of MPK.

The key task is to design and implement an open platform, integrating all ITS modules and providing all data using open protocols.

Another primary goal is to develop and implement a traffic model that allows short-term predictions of traffic conditions on the network. This makes it possible to become intelligent urban traffic management, including prevention and discharging forgivable network within the existing road infrastructure.

An important objective is to enable the dynamic and tactical traffic management taking into account the current situation in the city, including crisis management (service road accidents, disasters, handling mass events, carried out of road works, etc). To achieve

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this goal it will be necessary whiteboard system (including mobile) and variable message signs informing drivers about various events, for example. risks and recommended tours.

In order to speed up public transport it will be necessary to expand the system of priorities for trams and buses.

In addition, all public and useful information about the state of communication in the city will be available to the residents of the city of Poznan, both via the internet (eg. prediction of road network load, the position of trams and buses etc.) as well as special information boards on the tram or bus (eg. time to subsequent arrival of public transport vehicles). This will allow residents better plan the trip, which should also positively affect the disposal of movement in the city.

There will also be modern solutions supporting park management.

The security system based on the band cameras located in the city should provide a quick preview of the municipal services in crisis situations and bring additional information on the prevailing traffic conditions.

6. Good practices

Good practices that have been chosen by us concerning travel information system and mobile payment platform. Selected good practices are important from the point of view of planned implementation of ITS in Poznan.

6.1. Travel information system

Priority¹ is granted to public transport in Aalborg, delays do still occur and passengers still miss their connections. Uncertainty about departure times and possible problems in reliability prior to and on public transport trips are some of the barriers that can discourage potential passengers from using Public Transport. On-board information on

¹ Data Source: *Deliverable: T69.1 On-trip Bus Traveller Information in Aalborg*

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delays and connections, and access to the same kind of information prior to entering the bus (via mobile phones ARCHIMEDES measure 68) is expected to lower these barriers and give the traveller “peace of mind”. Another benefit is that the system contributes to improving the image of public transport and thus helps public transport to appear as an attractive alternative. In this measure, on-board information screens have been implemented on 100 city buses at Nordjyllands Trafikselskab (NT - Public Transport Authority of North Denmark). Information on the current journey (e.g. upcoming bus stops and overall destination) as well as information on connections and traffic information as changes in routes or cancellations will be shown. The information on the flat screens is based on NT’s Real Time Passenger Information system (RTPI). The screens show information on the current trip as the destination for the trip and the three upcoming bus stops. News, weather forecasts and advertisements are shown in between as well as simultaneously with public transport information. In addition transfers and connection information will be shown in the next phase. Of the 100 city buses, 50 buses operating in the CIVITAS corridor are financed with the support of ARCHIMEDES, whereas the remaining 50 city buses are financed by NT. The ARCHIMEDES project contributes to the purchase and installation of flat screens as well as the upgrading of the bus computer system to handle data for the flat screens.

The measure aims at installing and providing information on screens in 100 city buses in Aalborg. These information screens show information about the current trip with the upcoming bus stops and the overall trip destination as well as other services such as traffic information, news, weather forecast and advertisement.

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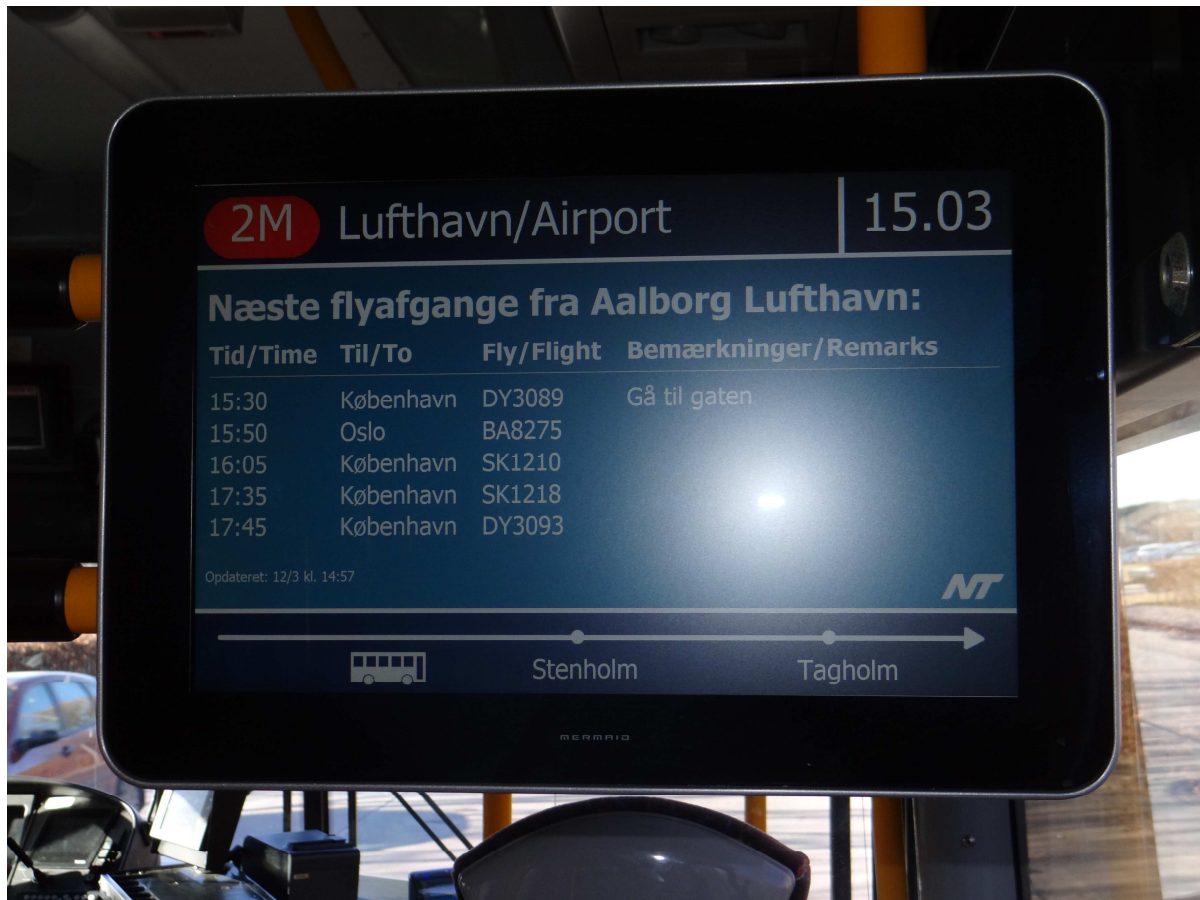


Figure 2. Screen in buses

The SWOT analysis about travel information system is presented here below.

Table 2: Travel information system SWOT analysis

Strengths	Weaknesses
<p>Access to Real time passenger information.</p> <p>Access to the timetables of different means of transport (train, bus, tram, plane)</p> <p>Screens installed in busses and tram show clear information about next bus stops</p>	<p>High cost of implementation</p> <p>Long time implementation of the system</p> <p>Difficulties in coordinating activities of many actors (railway, municipality, airport).</p>

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Opportunities	Threats
<p>Increase public transport use</p> <p>Increase public transport attractiveness</p> <p>Improve the Public Transport services as an alternative to private car use</p> <p>Increase comfort for passengers</p>	<p>Problem to deliver existing Real Time Information on next bus stop.</p> <p>Securing a satisfactory uptime for the system, especially in the technically demanding bus environment.</p> <p>To be able to manage and coordinate all measures</p> <p>Lack of detailed information from suburban and private carriers.</p>

Table 3: Action Plan

<u>Strategic goal 1: Increase use of travel information system</u>		
Action 1: Introduction public transport travel information system		
1	specific actions including technical, regulatory & financial aspects	<ul style="list-style-type: none"> The Public Transport information system is an information channel whose prime function is to deliver existing Real Time Information to the passengers. The success or failure of the system is therefore dependent on the reliability of the underlying RTPI system and the quality of the information in the system.
2	eventual changes to present public policy	<ul style="list-style-type: none"> non
3	obstacles and measures for the alleviation of risks in implementation	<ul style="list-style-type: none"> lack of funds support of experts in the field of ITS
4	Steps	<ul style="list-style-type: none"> estimation of implementation costs analysis of available information defining the needed data and methods of their collection implementation stage
5	responsible bodies	<ul style="list-style-type: none"> City Hall - Department of Municipal and Housing Administration

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6	actors to be involved	<ul style="list-style-type: none"> • Department of Municipal and Housing Administration • Other municipal units: Urban Road Management, Management of urban transport,
7	Resources	<ul style="list-style-type: none"> • EU funds, • City own funds.
8	timeframe & deadlines	<ul style="list-style-type: none"> • preliminary analysis of the project - 2014 • eventual pilot implementation – 2015
9	monitoring and controlling process	<ul style="list-style-type: none"> • constant monitoring of effectiveness of solutions - after eventual implementation.

6.2. Mobile payments platform

SkyCash is independent of the telecommunication operator universal system of mobile payments, providing the simplicity and speed of transfer to the highest safety standards. SkyCash works on any GSM network and on any phone with Internet access.

To gain the convenience and independence that comes from the use of SkyCash it is necessary to register on the system, install the free app on mobile phone and credit the cash on the SkyCash account. Accepted payment methods allows to use the service without having an account in the bank.

Registration and implementation of mobile payments using SkyCash system is free. The development of cooperation with companies offering various services extends to the ability to pay with SkyCash. Through this application, passengers can already buy tickets for public transport in several cities and for a trains of two regional operator without being forced to wait in the queue.

SkyCash is a universal system of mobile payments (not only for the tickets) money transfer providing intuitive and immediate transfer to a phone number with safety at the level of online banking and credit cards. Works on any GSM network and on any phone with Internet access. Payments can be made from an application installed on the phone and via the internet transaction system. Users can even invite each other up to SkyCash holder and transfer the money between.

Ticket phone is a complementary ticket sales channel with basic functionality:

- users registration,

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- charging of cash in their entirety from a mobile phone,
- purchase tickets,
- control ticket based on unique 2D code generated for each ticket.

Public transport tickets

Ticket in the mobile phones is a very convenient solution for users of public transport. SkyCash eliminates the need to carry their petty cash, look for a places where you can change some money, there is no need to buy tickets from the driver. Tickets can be purchased anywhere, 24 hours a day, using a mobile phone with Internet access. Using the system is free, and price of the ticket for do not differ from the cost of ticket purchased at a shop or vending machine. During the inspection of tickets the phone screen to open the tab "Ticket control", which contains all the information on the ticket purchased, should just be presented.

Actually there are 22 associavaited PT companies from all over the Poland, among which the largest are Warszawa, Wrocław and Łódź.

Railway tickets

Similar situation, like in case of public transport ticket, is on the railways. Two regional operators and one local are cooperating are part of the SkyCash system.

mobiParking Service

Available in the SkyCash mobiParking service is a fast and convenient way to pay for parking in over 20 cities throughout the Polish.

All activities related to the settlement of claims can be made in a matter of seconds, without leaving the car. The system also eliminates other afflictions drivers need to count how small, look for parks trump or returning to the vehicle to put the parking ticket window. No need to go to a parking meter and a car, when you want to extend parking. At any time, you can do it from the mobile phone.

Before using of mobiParking service has yet to be determined only vehicle identifier (ID). ID in the form of self-adhesive stickers can be obtained free of charge in every city where the service is provided.

The list of mobiParking associated cities includes 23 names, with 3-4 bigger ones, like Kraków, Wrocław and Warszawa.

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The SkyCash offer additional services, like cash withdrawal, money transfer, payments some in points of sales etc. Combination of the services in one city, including parking, tickets for trains and public transport creates interesting offer for incidental commuters.

SkyCash runs on all mobile phones systems, operating on the European market:

- Android - mobile platform based on Linux, created by Google and the companies affiliated to the Open Handset Alliance include: Qualcomm, HTC, Intel, Samsung, Motorola, Sprint, Texas Instruments.
- iPhone OS - based on Apple's operating system, Mac OS, designed for mobile devices iPhone, iPod touch, iPad
- Java - very popular in the world to produce software by Sun Microsystems.
- Symbian - the operating system produced by a consortium of Nokia, Samsung, Motorola, Siemens, Sony Ericsson.
- Windows Mobile - Microsoft operating system for smartphones and mobile devices.

The highest digital security similar to credit cards or online banking

The SWOT analysis about advanced public transport system is presented here below.

Table 4: Mobile payments system SWOT analysis

Strengths	Weaknesses
<p>Quick purchase tickets on public transport and parking</p> <p>Non-cash purchase ticket</p> <p>All transactions meet high standards of security (password, PIN)</p> <p>Full encryption of all transactions</p> <p>User interface based on all popular mobile platforms' applications</p> <p>Wide functionalities available with SkyCash: public transport ticketing, railway ticketing, parking zones fees,</p>	<p>No possibility of buying long-term ticket</p> <p>Internet access required</p>

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<p>cinema tickets .</p> <p>Complete integration with sales and reporting systems including the control, customer claim and invoicing process</p> <p>Dedicated controller's terminal upgraded with SkyCash controlling component or no terminal solution available (controllers' phone as terminal to be used)</p> <p>All commercial and legal discounts available</p> <p>Ready to implement new tariffs and new railway carriers with SkyCash transaction engine</p> <p>Communication in parking zones agreed with municipalities. The service available even where no parkometres in parking zones installed</p>	
<p>Opportunities</p>	<p>Threats</p>
<p>Savings for transport carriers in the are of ticket sales. Smaller number of ticket distribution points</p> <p>Use of new technologies</p>	<p>Speed of technological development when it comes to mobile phone applications</p> <p>Download and install a program to access the functions – it will be difficult for older people</p> <p>In case lack of access to internet. – no possibility to buy tickets</p> <p>Older people are accustomed to paper tickets</p>

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Table 5: Action Plan

<u>Strategic goal 2: Increase use of advanced PT Ticketing</u>		
Action 1: Introduction an advanced PT Ticketing:		
1	specific actions including technical, regulatory & financial aspects	<ul style="list-style-type: none"> In case of advanced PT ticketing (e.g. SkyCash) appropriate word will be customization apart from design. The system exist, under permanent development, and its specific functionality depends only on the agreement between companies which provide solutions and PT operator.
2	eventual changes to present public policy	<ul style="list-style-type: none"> non
3	obstacles and measures for the alleviation of risks in implementation	<ul style="list-style-type: none"> lack of interest in project from private investors
4	Steps	<ul style="list-style-type: none"> meetings with companies providing PT Ticketing solutions choose the best solution in terms of functionality and cost implementation
5	responsible bodies	<ul style="list-style-type: none"> City Hall - Department of Municipal and Housing Administration Marshal Office of the Wielkopolska voivodship
6	actors to be involved	<ul style="list-style-type: none"> Department of Municipal and Housing Administration Other municipal units: Urban Road Management, Management of urban transport, Marshal Office of the Wielkopolska voivodeship.
7	Resources	<ul style="list-style-type: none"> external funds, city budget.
8	timeframe & deadlines	<ul style="list-style-type: none"> preliminary analysis and possible presentation of the project - 2013
9	monitoring and controlling process	<ul style="list-style-type: none"> constant monitoring of effectiveness of solutions

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7. Summary

The selection of the projects to be implemented in Poznan was based on identified best practices of other cities in Europe and worldwide, who use it successfully for many years. Their implemented solutions depend on many factors, such as the specifics of the public transportation the legal capacity to legislate, the technical and financial possibilities, willingness from private operators to cooperate with public authorities.

Prepared in the Action Plan for Poznan set of projects includes only proposals that, based on the best practices of other cities, will reduce the nuisances associated with public transportation.

Before deciding to implement any project, analysis of the effects of such solution should be conducted. Taking into account the experience of other cities and specificity of the public transportation of Poznan. It would be ideally to test some solutions before implementing them on large-scale.

The decision about introduction of the pilot or a comprehensive project should be preceded with assessment of technical and financial possibilities and cost-benefit analysis of both financial and social-environmental aspect.

Evaluation of the effectiveness of any solution should be based on the corresponding figures collected before and after its implementation. Only such reference to the benchmarks enable proper assessment of the effectiveness of implemented projects.

The fact that some of the proposed solutions would be implemented in Poznan in the long run, should be taken into account.

It is worth consulting logistics projects with interested parties (transportation companies) in order to discuss all aspects of implemented good practices.