LIFE Project Portfolio

Team name: Transformative City Making - Team Bicycle

1. **Project report**

The project is a part of the LIFE project and attempts to provide the basis for applying for an inclusive budget project in Tallinn in the Kesklinn area.

**Idea:** The concept is to provide safe conditions for leaving bicycles in train stations in the Kesklinn area. The first priority is Balti jaam / Lilleküla / Kitseküla / Tallinn-Väike. The goal is to encourage residents of Tallinn to use their bicycles.

**Problem and importance:** Elron, the train service provider in Estonia, has introduced a bicycle ticket in order to reduce the number of bicycles transported via train. The ticket is sold between April and October which is the height of bicycle use. Although the bicycle ticket is 50 % of the traveller’s ticket, for travellers who are entitled to some discounts, e.g. students, residents of Tallinn, the price for the ticket for the bicycle can often exceed the price of their own ticket as no discount is applied to the bicycle ticket. The company itself has explained that the bicycle should be left at the departure station and within Tallinn, it is convenient to use public transportation.[[1]](#footnote-0) What seems to have gone unnoticed, is that travellers might want to ride their bicycle to one of the train stations in Tallinn and depart from there. Currently many stations in Tallinn lack a safe place to leave a bicycle.

Bicycle theft is not uncommon. In 2019, 257 bikes, in 2020 333 and in 2021 as many as 480 bikes were stolen in Tallinn. This makes the issue of bike safety clear.[[2]](#footnote-1)

**To achieve our goals**, we analysed possibilities for making such changes.

1: Submit a project for inclusive budget proceedings;

2: Get elected for city council, push the idea;

3: Convince current city council to carry out the idea.

As a result of analysing these possibilities, we landed on composing a project proposal to submit to Tallinn’s inclusive budget.

Our team includes 5 members

| **Name** | **Programme** |
| --- | --- |
| Alice Hanni | Italian language and culture |
| Donna-Anna Arvik | Integrated natural sciences |
| Anita Shibalova | Integrated natural sciences |
| Doris Abe | Law |
| Urmet Lokk | Law |

**Methodology:**

We contacted a mobility specialist from the Tartu city administration to help us analyse the best way to provide safekeeping for bicycles. We quickly made our way to the choice between Bikeep bike racks and an intelligent parking garage for bicycles, such as the ones in train stations in the Saku municipality.[[3]](#footnote-2) The mobility specialist who we consulted with, strongly recommended the option of the garage as it is safer and keeps the bikes dry as well as safe. The validators guarantee that all people accessing the garage are identified so theft should be avoidable and in case it still happens, the thief can be identified.

**Stakeholders:**

The stakeholders who benefit from this project are all cyclists in Tallinn, both residents and non-residents who need to for some reason leave their bicycle at a train station for a prolonged period of time.

**Sustainability of the project**

Once the parking garages are built, it falls onto the contractual partner of the city government to maintain them the same way as streets, trash bins, etc are maintained.

**Results**

The clear results can be seen once the project proposal is submitted for inclusive budget proceedings. Thereafter, the focus will be on drawing the voters’ attention to the project and the importance of voting. Per the usual timeframe of inclusive budget proceedings, the results should be in by December. After that a clear timeframe can be set for when the parking garages are built.

1. **Project action plan**

The table below shows sub-goals and are ordered by the chronological order in which they were handled.

| **Activity and short description** | **Time** | **Stakeholders** | **Person responsible** |
| --- | --- | --- | --- |
| Discussion of key ideas | January | Project participants + supervisor | Doris Abe, Alice Hanni, Urmet Lokk |
| Mapping the impact of the project | February | Project participants + supervisor | Doris Abe |
| Discussion of the competencies of the crew members | February | Project participants + supervisor | Doris Abe, Alice Hanni, Urmet Lokk, Donna-Anna Arvik, Anita Shibalova |
| Planning an overall timeline | February | Project participants | Doris Abe |
| More detailed division of tasks | March | Project participants | Doris Abe, Alice Hanni, Urmet Lokk |
| LIFE mid-term report | March | Doris Abe, Urmet Lokk  | Doris Abe |
| Discussion and reflection of the mid-term report | April | Project participants | Doris Abe, Alice Hanni, Urmet Lokk |
| Creating a further timetable | April | Project participants | Doris Abe, Urmet Lokk |
| Discussion of the project. Overview of how far is thepreparation of documentation and whether each responsible person has completed its tasks or needs any further assistance | May | Project participants | Doris Abe, Urmet Lokk, Donna-Anna Arvik |
| LIFE presentation | June | Doris Abe, Urmet Lokk + supervisor | Doris Abe |

1. **Media coverage**

We will target social media as it is the most optimal channel regarding price and reach. We have already cooperated with Mitte\_Tallinn (Not Tallinn) which has both an Instagram and Facebook account that are used to share ways in which Tallinn could be a more pleasant environment for its residents. The voting period for Tallinn’s inclusive budget is usually also promoted on the accounts. As the account is quite cyclist and pedestrian oriented, we are sure that a suggestion to vote for safe bike-keeping methods in train stations, would be given even unprompted but nonetheless we will also cooperate with the manager of the accounts. We will also target different Facebook groups of cyclists in the area, such as Sõidan Tallinnas jalgrattaga (I ride a bicycle in Tallinn), and groups of local residents, such as Kassisaba Selts, etc. Another group within the transformative city-making project has produced an Instagram account Linnalootus (city hope) that we will also cooperate with once it is time to vote in the inclusive budget proceedings.

1. **Self-reflection**

The LIFE project I participated in was „Ecological Justice“. I chose this project because it is interesting and fits quite well with my views.

The division into groups took place at the very beginning. The main goal of our group became bicycle-related, and the name of the group was „Bicycle Lane Art“.

We divided the tasks among ourselves, the activities were distributed according to the students' professional skills.

The first major task was to prepare for the mid-term report. In my opinion, the presentation of our mid-term went quite well. We were able to properly communicate what, why, when and how we do it, what we have already done and what we plan to do in the future. The information and advice we received from the feedback provider was practical and relevant.

Apparently, the goal of the LIFE project is to integrate different disciplines and different courses. In order for students to gain experience in how to use the knowledge of different disciplines, collaborate with different people and complete one project from start to finish. Apparently it works sometimes.

* Urmet Lokk

It was interesting to collaborate with students from other disciplines and with different backgrounds. We all chose the team that wished to contribute to the daily lives of cyclists in Tallinn. Unfortunately, it took us quite a while to reach the eventual idea to write up a project proposal for inclusive budget proceedings. Nonetheless, we made it there, and are ready to fulfil our duty to the local community.

* Doris Abe
1. https://www.err.ee/1608290268/elroni-rattapiletid-hakkasid-kohalikele-maksma-rohkem-kui-soidupiletid [↑](#footnote-ref-0)
2. https://www.postimees.ee/7499038/rattavarguste-arv-tallinnas-on-margatavalt-kasvanud [↑](#footnote-ref-1)
3. https://dea.digar.ee/cgi-bin/dea?a=d&d=sakusonumid20170628.2.11.2&e=-------et-25--1--txt-txIN%7ctxTI%7ctxAU%7ctxTA------------- [↑](#footnote-ref-2)