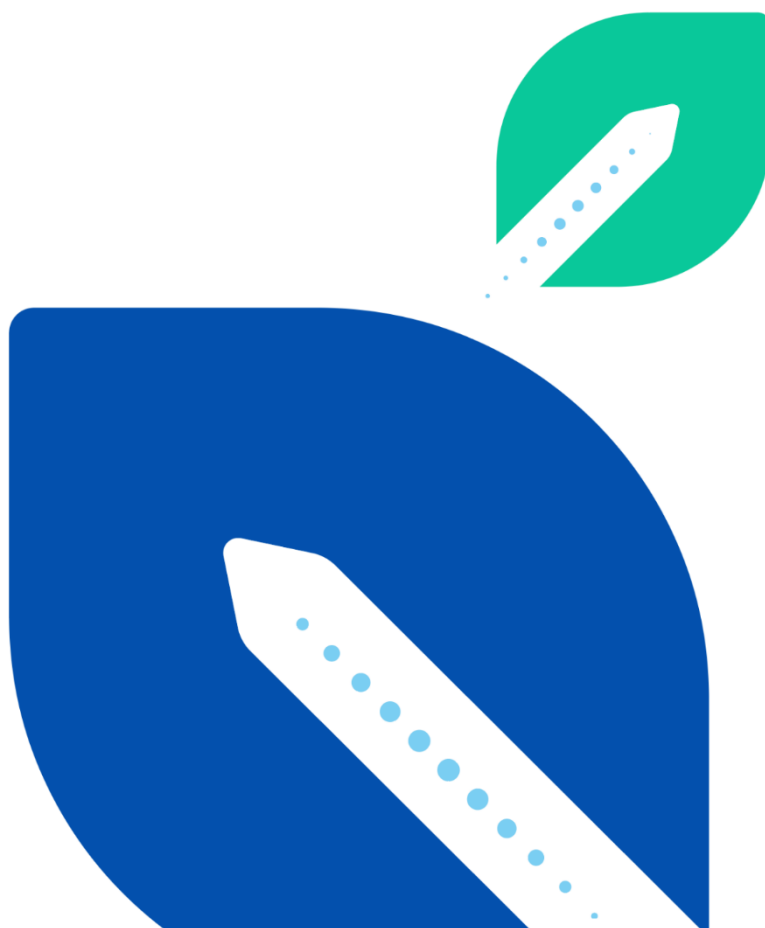




City-specific narrative scenarios

Tel Aviv



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement No 814910.

This document reflects only the author's views and the Agency is not responsible for any use that may be made of the information it contains.

City-specific narrative scenarios

1.1 Tel Aviv

1.1.1 Scenario 1- Riding safely and slowly together

Following the implementation of the shared electric bike facilities, there is an increase in the number of daily commuters entering the city from adjacent cities by micro-mobility services. At the same time, the number of car owners has significantly decreased due to the growing shift to public transport and micro mobility services. Public transport such as the metro and light rail have improved and are accessible to all. Around the stations, important urban regeneration has taken place. Bus connections have improved, especially to the centre. There is better and smarter transport management, benefiting from open data, in order to solve capacity challenges and services that can be replaced by public transport are charged with smart taxation. Logistics and delivery services too are well organised.

The city has decided to limit the speed in most city streets to 30km/h, allowing safe and quiet mobility to all users, and the infrastructure is adapted accordingly. Parking allocations only exist for those in need, i.e. the vulnerable and older people, and existing parking places are converted to bike lanes. There is a significant improvement in the safety of public space for children, but older people still feel the need to reclaim the sidewalks, as they have become a dangerous place due to presence of young people on bicycles and e-scooters.

Employees working on the government campus have demanded an alteration of the car park into micro-mobility parking and enabling specific parking for micro-mobility as part of the office spaces. Also, after many years of discussions in the regional planning department of Tel-Aviv, the planned access ramp for cars to the government campus is cancelled. The Covid-19 pandemic, which has continued since 2020, has led the government to continue investments in micro-mobility infrastructure, at the expense of public and private transport. Meanwhile, the distribution of infrastructure for electric charging stations has been completed in Tel-Aviv. As part of the municipal policy to transition to electric transport, a possibility for residents to re-charge their private and micro-mobility vehicles in the public space has been approved.



Figure 1 Tel Aviv scenario 1: Riding safely and slowly together

1.1.2 Scenario 2- Transportation crisis

In 2030, public transport in Tel Aviv faces a crisis. It is still the main mobility option for children, youth and the less well-to-do older people, but a lack of investment in public transport and lack of bus terminals cause reduced services in public transport. The little budget available is invested in rail transport at the expense of inner-city transport. Still, the metro construction works are delayed and are expected not to be implemented before 2035. Regulatory problems persist and hold back alternative collaborative transport solutions. Improvements to make transport more accessible for older people are needed, but there is no investment. Many older people therefore also use on-demand transport apps and taxis are becoming increasingly accessible.

Due to high unemployment and an increasing demand to work from home, car travel is expected to eventually decrease, but there is still a parking crisis. There is increasing pressure to continue to subsidize private parking. Meanwhile, urban sprawl increases. Both residents and businesses are moving out of the city due to decreasing parking availability. A 'park and go' parking lot that recently opened cannot supply the demand for parking and many offices chose to move out to the suburbs, but organized car-pooling facilities for employees are established too.

The parking crisis is further exacerbated by the boom in delivery businesses as during the previous month only, 15 new delivery companies opened and the increase in delivery services requires additional local logistic spaces. The current available technology does not suffice to make it more efficient.

Bike and micro-mobility use increases, especially among the older population who finds it difficult to find alternatives. The safety regulations in place encourage older people to use bicycles and discourage young people from using them. About 50 youngsters were fined in the past week for riding electric scooters without helmets.



Figure 2 Tel Aviv scenario 2: Transportation crisis

1.1.3 Scenario 3: Alternative Tel Aviv

In 2030, the Tel Aviv municipality has changed direction by encouraging public transport use, shared mobility and bike use and implementing restrictions for private car usage, such as high parking fees and reduction of parking places. The municipality has invested in dedicated lanes for buses and improved connections between different modes of transport. Moreover, the light-rail works during the 2020s increased stress on the roads and encouraged many to move to alternatives modes of transport that are still being kept until today.

Without public transport services on Saturdays, however, it will be difficult to forgo private cars completely. Ever since benefits for car users have been cancelled, public transport use has significantly increased. A new survey reveals that only 10% of the Tel Aviv households

own a second car, compared to 34% nationally, where private car ownership continues to rise.

There is a high level of satisfaction among residents regarding inner-city commuting options. The main reason for giving up ownership of a second car is working from home or close to home, but those who do not complain about the difficulty of reaching the workplace outside the city.

Non-residents and daily commuters are encouraged to park outside the city, but the inter-city transport service is not sufficient, and the city parking policy makes it difficult to own a private car.

On a worldwide scale, Israel still lags behind in the transition to electric transport as only 50% of buses are electric compared to 90% globally. The municipality works hard to electrify all public bus terminals and targets 80% by the end of the year.

Following the Tel-Aviv bicycle masterplan and the growth in public environmental awareness, the municipality announced an innovative bid for the establishment of sustainable electric charging stations for electric cars. Overall, the move to electric transportation and the encouraged bike use has led to a significant decrease in air pollution. There is an increased use of taxis and app-based services. Still the digital gap has not disappeared, and some populations remain outside the app-based mobility services, due to lack of access to internet and lack of digital literacy. Micro-mobility is on the rise, too. As a reaction to complaints from pedestrians, the municipality has recently employed a robot to collect scooters from the sidewalks. Another invention is a drone that delivers straight to people's homes within 4 hours. Meanwhile, the city keeps promoting alternative logistics solutions such as cargo bikes.



Figure 3 Tel Aviv scenario 3: Alternative Tel Aviv