



TAMPEREEN KAUPUNKI

General Plan for Art on Tampere Tramway

For Part 1: Hervanta-City Centre-University Hospital

15 August 2017

General Plan for Art on Tampere Tramway
Plan report for part 1: Hervanta-City Centre-University
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TAMPERE TRAMWAY AND ART	2
TRAMWAY AND THE DIMENSIONS OF ART	4
Local stories	5
User as part of the story	5
Link to the world	5
Art is alive!	5
WHERE CAN ART BE SEEN?	6
Art map	7
Temporary art	8
Tram stop areas and safety	10
Tram cars	11
Infrastructure and landscape structures	13
Service design and events	15
TRAMWAY ART PRACTICES	16
Tramway Art Steering Group	17
Selection of artists	18
Agreements	18
Coordination	19
Publicity	19
Schedule	19
Budget	19
THE FUTURE	20

Tampere Tramway and Art

2

The aim of the General Plan for Art on Tampere Tramway is to support and visualise the objectives set for the new city tramway as an enabler of growth and development. Sustainable development objectives, such as ease of movement and more comfortable environments, are also reflected in the objectives set for the art to be created for the tramway. All the permanent art to be created in connection with the tramway is vital in the development of the image of the tramway and the city, and temporary art may have a significant role in mitigating the inconvenience caused by the construction work. Linking schools and homes, workplaces and cultural experiences is an integral part of everything that makes art seen and heard as people travel on the tramway.

The General Plan for Art was commissioned by the Tampere City Tramway Development Programme. The work was directed by Project Manager Ville-Mikael Tuominen and Project Engineer Antti Haukka of the City's Tramway Development Programme, Director of Urban Planning Hanna Montonen of City Planning, and Landscape Architect Anna Levonmaa of the City's Green Areas and Storm Water Management. The working group also included Museum Director Taina Myllyharju and Chief Curator Tapio Suominen of Tampere Art

Museum, as well as Landscape Architect Niina Meronen of Sito Oy. Artist Tuula Lehtinen along with coordinators Laura Lehtinen and Heini Orell of Frei Zimmer Oy were responsible for the practical implementation of the art programme.

The programme applies to the first implementation phase of the tram project. Once the planning of the second phase begins in more detail, art for that phase must be dealt with as a separate entity, but along the same themes and guidelines.

The General Plan for Art on Tampere Tramway was prepared in interaction with cultural actors in Tampere. The general plan was presented for commenting to the following cultural actors and bodies: Modus ry, Design On Tampere, Tampere Artists' Association, Rajataide, Nykyaika, Tampere Music Festivals, Tampere Film Festival, Tampere Theatre Festival, and regional comics artist Ville Pirinen of Arts Promotion Centre Finland (Taike). A themed seminar for artists and designers was arranged on 7 June 2017 in Metso Library. Around 35 representatives from various sectors attended the seminar. The seminar generated multiple ideas on art for the tramway, on what it could involve, and on how to select the artists. One idea was that the entire tramway with its cars could serve as

a museum of contemporary art, making the tramway brand all about art. The General Plan for Art was presented for commenting on the city's website from 28 June to 6 August 2017. Through discussions and comments from the public, the plan was finalised to reflect the residents' wishes regarding art on and round the tramway.

The object of the general plan is to highlight the possibilities of art as extensively as possible. Further planning will define the final selections in terms of content and techniques, for example. The idea is that art on the tramway will be of high quality, improving the atmosphere along the tramway – also during construction.



Conceptual illustration, tram car at the Central Square/© City of Tampere/IDIS Design Oy

The tramway and the dimensions of art

The General Plan for Art on the Tramway has four dimensions that make up the story of the Tramway Through Time. These dimensions allow art to become an all-encompassing experience for people using the tram.

Part of the themes in the general plan can be found in local history. At the same time, the future and the present are prominently present when travelling on the tram. Important elements in the General Plan for Art on the Tramway are movement and development: art, too, will live and grow with the tramway, in close contact with the people on it and the environment. Art will take the landscape into consideration as well as views that change with the seasons. Artwork illumination and visual light art play an important role, especially when it is dark outside.

4



Local stories

The artistic themes are built around the stories characteristic to certain locations and the history of the local areas. These stories are gathered from the public, using methods such as cultural mapping. Perspectives can include the history of local activities, such as Tammela – ‘the cobblers’ capital’, or Kaleva and ‘the brick factories’. Tram stops and routes work to shape the journey through areas built at different times, through their history and life today. The ‘Story of the Tram’ working group has already mapped out the history.

The purpose of art on the tramway is to highlight small human experiences in addition to moments and memories from different areas, locations and events. The artwork created from these stories and memories is shown on distribution cabinets, tram shelters, bridges and tram cars. It is possible, for example, to select a school as a characteristic factor in an area, and involve the pupils in the implementation of art in some way.

The story of the tram also includes the changes that occur in the surrounding area as the construction work progresses. Such a story may involve the large number of trees that have to be felled to make room for the tramway.

User as part of the story

Art becomes a part of the tram user experience. It guides people and offers experiences to the tram users, both locals and visitors. Art can act as an important element in constructing routes that can be made more attractive by aesthetic means.

Passengers encounter art on the tramway in many ways. In the tram cars, they can see and hear the kind of cultural experiences on offer in the city. Art is accessible through all senses, making the experiences available to everyone. Art can also be a method for implementing service design goals.

Link to the world

Art has played an active role in many international urban tram projects, such as the Bergen Bybane. The Tramway Art Programme acts as an active link to the world, introducing international experiences and practices to the parties involved in the implementation of the tramway project.

Events and seminars are a part of the implementation of the Tramway Art Programme. They help to generate diverse interaction and exchange of ideas, with the aim of bringing the international aspect to the practical implementation of the art.

Typical ways of creating art in Tampere will be explored whilst designing the implementation of art. One of the ways is comic strips, and there are many distinguished cartoon artists in the area.

Art is alive!

The basic element of the tramway is movement, and it is also a key feature of the art program. A large proportion of the art will be designed in a way that allows changes to be made in the content and form in the future. Artworks are updated, new artists are invited to participate, art on the tramway will follow the development of art in Tampere and elsewhere, and it will respond quickly to the surrounding world.

The plans take into account the potential of new technology in the implementation of art. Art in the tram cars, at the tram shelters, and on the distribution cabinets will be experimental and constantly changing, whilst art on landscape structures and landmarks will be permanent. Works of art utilising new technologies will be developed in cooperation with universities/educational institutions. The Tampere3 project allows educational institutions to work together and organise shared courses with regard to art on the tramway. The goal is to work together to create art for the stops near educational institutions, for example.



©0 Photographer unknown

Where can art be seen?

Monumental public works of art recognised by all – such as sculptures – are one way of introducing art to a built environment. They are landmarks that often create an image for an area or building, acting as identifiable symbols to locals, and they can be utilised in tourism marketing. There are also many other ways to present art. Well-designed, integrated art can permeate all levels of design, creating the desired atmosphere and adding value to the entire user experience. The objective of art on the tramway is to be visible throughout the route, not just in the city centre where there is more to see anyway. Art can also vary from large-scale sculptures to more difficult-to-find works of art.

Art map

Environmental works of art

- Squares and open spaces open up opportunities for landmark art.
- possible locations for larger, sculpture-like works are the Sammonaukio Square (1), Elämänaukio Square (2) ja the Vuohenoja area (3).

Special stops

- At basic tram shelters, the roof structures will be fitted with light, replaceable art structures
- Located in central spots, special tram stops will be highlighted with distinct design and art themes related to the surrounding area
- Pyynikintori Square (1), Itsenäisyydenkatu (2), Elämänaukio Square (3), Sarvijaakonaukio Square / Prisma Kaleva (4), Insinöörinkatu (5), Duo Shopping Centre (6)

Art on bridges and retaining walls

- The northern side of the Asematunneli Tunnel will be reserved for the tramway, cycling and pedestrian traffic. The stark tunnel will be decorated with light and temporary art. (1)
- The tramway bridge that crosses the busy Kekkosen tie Road and the adjoining retaining wall make up a highly visible element in the area. (2)
- The tram stop at the Laulusilta Bridge and the immediate surroundings are dominated by large retaining walls. Giving them the art treatment will make the surroundings more pleasant. (3)

200 electrical boxes in the urban area will be covered in art

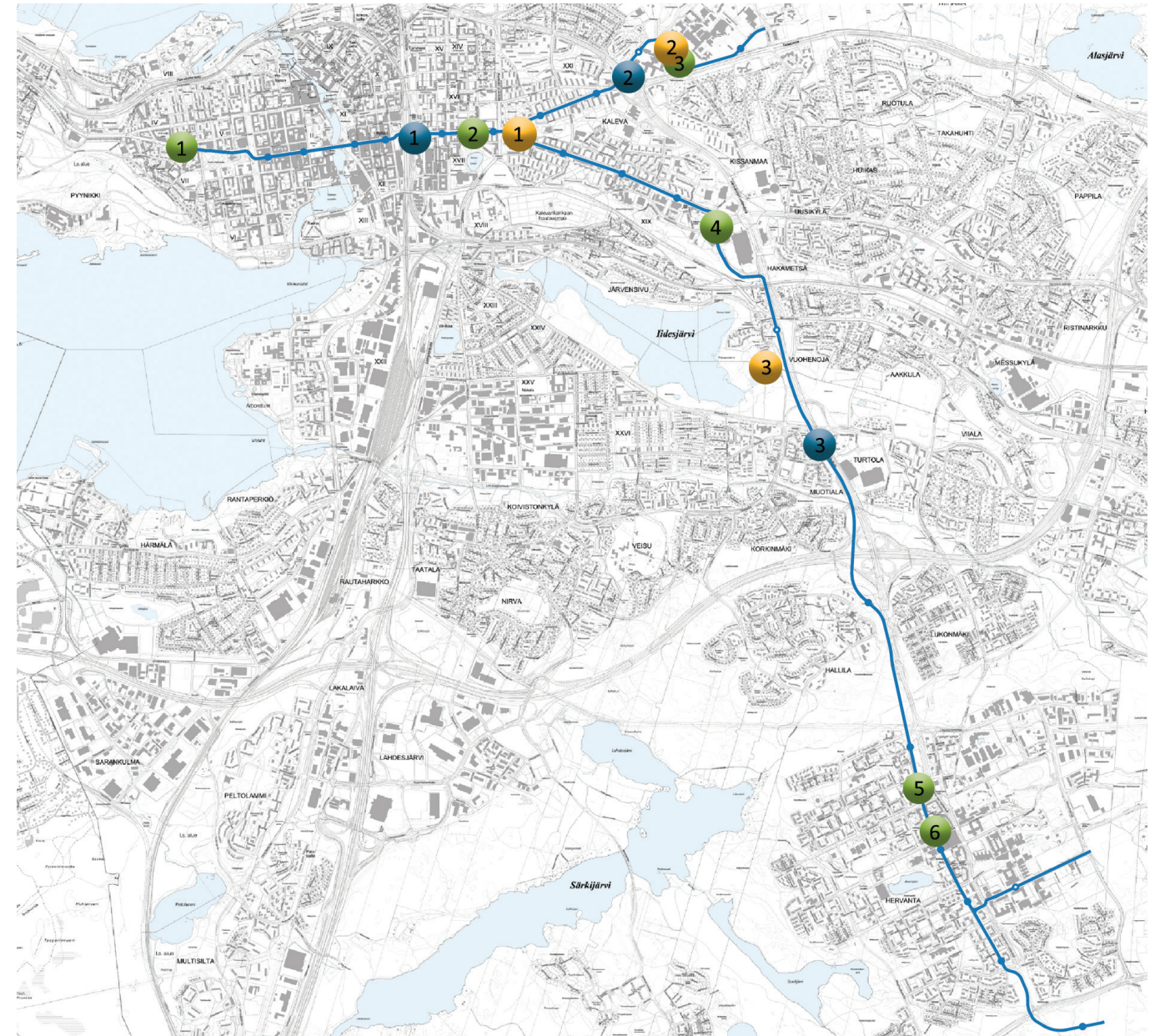
Tram cars

- Inside the tram cars, the upholstery of the seats, colour scheme and ceiling are all natural platforms for art. It is also possible to vary these works of art, as they will be created using decal

Temporary art alleviates the aesthetic inconvenience caused by the long-term construction work and makes the areas more pleasant

Service design can be implemented through art

Art solutions for the intersections of railway lines and roads, bridges and retaining walls are designed in cooperation with the Centre for Economic Development, Transport and the Environment (ELY Centre) and the Finnish Transport Infrastructure Agency (Väylä).



Temporary art

Art during construction

A tramway is being constructed in Tampere which will change the urban landscape permanently. The construction work will last a long period, as Stage 1 will continue from 2017 to 2021. Construction work transforms the urban landscape and disrupts familiar surroundings for long periods of time.

The objective of temporary art is to express the tramway brand already during the construction work. The spirit and message of the worksites represent a positive change that will improve public transport in the city of Tampere. At the same time, they create an image of a city that is moving forward and has plenty of interesting things to see. As the construction work progresses, temporary art can be used to highlight new areas in the city, showcase the areas and activate the residents.

One proposed method of revitalisation is to make the various worksites and their fencing erected across the city fit the urban landscape. These structures will be in place for years, forming highly visible visual elements in the urban environment – especially in the city centre. Proposed methods include painting worksite huts according to plans designed by artists, boarding worksite fences, banners, and braiding or decal wrapping, as well as various inclusive workshops and events. The primary goal should be to commission local artists to create art for the temporary worksite structures or organise artist-led community art initiatives to involve local residents of different ages.

New pedestrian and cycling routes will also be required during the construction. It is possible to employ methods such as those in Christo Guelov's "Funncross" project to mark and highlight these routes with special colours and





patterns. The Funnycross project has been implemented across Europe, particularly in various cities in Spain, where the project received a lot of publicity. This will bring an international perspective to art on the tramway from the outset.

Art will also be utilised in the marking of future tram stops in the streets. In addition, the markings of temporary stops will serve as collection points of local stories through social media.

More permanent art created during construction

Asematunneli Tunnel

The tunnel below Tampere railway station has plenty of potential as a location that is currently dull, grey and dusty. The tunnel will be renovated in connection with the start of the Tampere Travel and Service Centre project. At the time of the tramway construction, traffic arrangements in the tunnel will change and the northern tunnel will be reserved for pedestrians and cyclists for a long period of time. In connection with this work, art will be installed in the tunnel utilising light, for example. This may be a potential location for an art competition.

Trees and recycled materials

Trees felled in connection with the construction of the tramway can be used as building material for art. The first tramway-related piece of art that utilises felled trees is already being planned. A piece of art is being built on Sammonaukio Square that could reflect the nature of the square as "point zero" or the place for measuring distances from Tampere to the rest of the world.

A large amount of waste material will be generated during the construction work, and it is worth thinking about using this material in temporary art.



Tram stop areas and safety

Tram stop locations provide several opportunities for art. Art is one of the ways of increasing safety related to the use of the tramway. Efforts are being made to use art to find shapes and ways of making pedestrians pay more attention, guiding them at the most challenging points along the route. These include points where pedestrians must cross the tram lines and areas round the tram stops. Art can be used to beneficially influence safety by, for example, escorting people to use the correct routes when entering and leaving the tram. Artwork placed at the tram stops can also be given the task of guiding people arriving at the stop in the vicinity of educational institutions or cultural venues, such as museums, for example.

The foundation structures of the tram shelters will be defined when the shelter supplier is selected. The collection of tram shelters will be given a unique look by integrating art into the ceilings in print, perforation or sculptured forms, using a wide variety of materials. It is also possible to use light in the artwork, as a part of the work, or as the main technique. A natural art theme for the stops could emerge from the local stories



Tram/bus shelter / @Liam Davies



Conceptual illustration, artist unknown / © Frei Zimmer

gathered through inclusion. In order to create a positive user experience, the stops must be easily recognisable at a distance, and stop markings are being considered carefully. In addition to visible letters, these markings may include other visual elements. A total of 22 pairs of stops will be built during stage 1 of the tramway project.

The special tram shelter structures and the squares at Prisma Kaleva (Sarvijaakonaukio Square), Elämänaukio Square, Pyyrikintori Square and the Duo shopping centre, or the shelters in Insinöörinkatu Street, will be designed as separate acquisitions, with art given a more significant role as landmarks that reflect the location. (map page 7)

Pedestrian and cycling routes are also included in the stop areas. Art can be a factor in making the use of these routes more pleasant. According to a study conducted by the Technical University of Vienna (TUW), people prefer routes that feel the most pleasant.



Conceptual illustration, artist unknown / © Frei Zimmer

Tram cars

Inside tram cars, art can play a broad role and include design-related tasks, such as the colour palette or design of the surfaces used. Art can comprise permanent works or temporary works that are alive, changing with the events and culture available in the city. Some of the art is designed in a way that makes it an organic part of the design of the tram cars. Some of the art can utilise modern technology. This means that the design must include considerations for the technical requirements. The plan is that art inside the tram cars will become a comprehensive and changing experience, including the soundscape and events. It is possible to design each tram car with a unique theme that will support. Possible themes may include the library or theatre, and the passengers can experience these themes through action.

Exterior surfaces

Art can be incorporated into the exterior surfaces of the tram cars using decal, as has been done with buses and the tram in Melbourne. The colour of the tram cars can be

a tool for creating identity for the tramway and the city of Tampere, but art could also serve as a brand factor. Art on the tram cars may be a possibility for an art competition. Due to its temporary nature, art on the exterior surfaces of the tram cars will live in time; as it can and should be replaced at certain intervals.

Interiors and ceilings

Inside the tram cars, local designers could be commissioned to design the fabrics for the upholstery. Designing the pattern could also be a possibility for an art competition. The designed pattern can be utilised for the tramway family concept, and it could be used by the city in the production of business gifts or souvenirs. Ways to bring art inside the tram cars could include solutions using board or decal on the ceilings of the cars, for example. Art on the ceilings of the tram cars and tram shelters could make up a kind of 'art game', with passengers checking the ceilings to find matching series.



Art tram in Melbourne / © Olof Baumann



Conceptual illustration, artist unknown / © Frei Zimmer

Identifiable elements

Art can be one of the ways to create a unique identity for each tram car. The city is full of potential themes for creating unique identities, such as cultural events and art life, sports, business life, universities and education. Each tram car could be fitted with a distinguishing art element inside and/or outside the car.

Soundscape

The soundscape is an integral part of the tram cars, such as the noise the tram makes as it stops. At the time of writing this, no decisions have been made regarding stop announcements, and it is possible to make them heard only in certain cars, or by using mobile phones. It is also possible to make sound part of the art at the tram stops or inside the tram cars. The city's cultural events could be involved in creating the soundscapes, bringing the events close to the passengers on the tram. Theatre and music professionals in the city could be invited to participate in the planning as partners. However, it is important to remember that we should also offer quiet cars for those not wishing to experience additional audible art. It is also possible to provide the soundscape as a service available on the passengers' mobile devices, allowing passengers to enjoy the sounds with their own headphones.



There are many locations for art in the tram cars. The 'stickers' in the conceptual illustration represent the various possibilities for locating art.



Electrical boxes

The tramway will increase the number of electrical boxes in the urban landscape, and they are a natural platform for art. The plan is to use inclusion and the social media to gather stories that will then provide inspiration and content for the art on the electrical boxes. Art on the electrical boxes will be produced using boards or decal, making it possible to update them as required. All in all, about 200 electrical boxes will be placed along the tramway route. The plan is that 50 of these will be given special content through art, and 150 will be decorated with the basic pattern designed for the tramway.



Service design and events

In service design, special attention will be paid to the overall experience of the tram users – i.e. what the experience on the tram is like, what you see, and what you sense. The design objective is to consider the entire user experience, from going to the tram stop and buying a ticket, to arriving at the destination. Art is connected to the tramway as a tool for achieving the service design goals. Art can be visual guidance to the tram stop, or poems, aphorisms or details on the back of a single ticket. An electronic ticket sent to a smart phone can upload as an elegant image promoting the tramway brand, or as a signal heard when you press the stop button. Information screens can display media or video art based on stories related to local characteristics, or instructions on how to use the tram could be created by a cartoon artist.

The tramway is an easy partner for promoting events in the city – and, of course, it is possible to use a tram car itself as a venue for various events. The goal is to furnish a few tram cars in a way that allows for events and performances to be organised in them. In practice, this means the availability of electric sockets, sound systems, and microphones, as well as a way to control the sound system and two or three monitors. These cars should be fitted with high-quality equipment, and the equipment should be integrated into the car in a vandalism-proof manner. The possibility of updating the equipment over the years should also be considered.

To bring events and cultural content to the tram cars, we propose that the city allocate a certain amount of time

each month to various cultural actors. For example, one actor at a time could be allocated a few hours a week for two weeks to produce performances in the tram cars designed for events. The times would be allocated in a way that enables the performances to support event marketing and inform passengers of the ongoing and upcoming events in the city. This would benefit both passengers and event organisers.

Overall, the art programme will ensure that the preconditions for organising events in connection with the tramway are there. The programme will not take a stand on the actual events; rather, planning and scheduling them is part of the activities during the operation stage of the tramway.



JHME Contemporary Art Festival - Kateřina Šedá: Tram musicians on tour / © Veikko Somerpuro



Tram Day, SirkusRakkausPumPum / © Frei Zimmer

Tramway art practices

In order to materialise art on the tramway according to the objectives, efficiently, on time, and within the cost structure planned, the practices must be concise and the responsibilities predefined. The predefined practices will allow the focus to be on the design and implementation of the art.

Tramway Art Steering Group

The design and construction of the track infrastructure and depot area is the responsibility of the Tramway Alliance that comprises the client (the City of Tampere) and the service providers (YIT Construction Services, VR Track Oy and Pöyry Finland Oy). Tampere Tramway Ltd is a city-owned limited liability company that owns the tram cars and the depot, and also maintains the system. The City of Tampere is responsible for everything else, including the street environment, lighting, roads, and deciding on investments. The Public Transport Unit is responsible for the planning and management of public transport. The Tramway Development Programme is one of the city's development programmes managed and funded by the City Board. Similar development programmes include the Five-Star City Centre and Hiedanranta, which are also connected to the implementation of the tramway.

The Tramway Art Steering Group is designed to be set up to monitor the implementation of art. The Tramway Development Programme will present the finished General Plan for Art to the Public Art Steering Group, including related budgets, and make a proposal for the composition of the Tramway Art Steering Group. The Public Art Steering Group will approve the General Plan for Art and appoint the Tramway Art Steering Group. The Tramway Art Steering Group will comprise the following representatives: Tramway Development Programme, Tampere Tramway Ltd., Tampere Art Museum and the Public Art Steering Group. The Alliance partners will be notified and, as required, consulted.

The Tramway Art Steering Group will be responsible for decisions on the launch of the art project and the definition of the funds allocated to it. The Tramway Art Steering Group will decide on the method of artist selection for each project, whether experts or a curator will be invited to participate in the decision-making, and whether competitions will be organised. The Tramway Art Steering Group will approve artist selection and drafts and control the overall budget. The Steering Group will also be responsible for organising any events and workshops.

TRAMWAY DEVELOPMENT PROGRAMME

Will present the General Plan for Art to the Public Art Steering Group, including related budgets, and make a proposal for the composition of the Tramway Art Steering Group



PUBLIC ART STEERING GROUP

Will approve the General Plan for Art and appoint the Tramway Art Steering Group.



TRAMWAY ART STEERING GROUP

TRAMWAY DEVELOPMENT PROGRAMME, TAMPERE TRAMWAY LTD, TAMPERE ART MUSEUM, PUBLIC ART STEERING GROUP (NOTIFICATION: VR TRACK, YIT, PÖYRY) + COORDINATOR

- Selection of the coordinator
- Launch of art projects
- Decision on the method of artist selection
- Invitation of any expert or curator members into the group
- Selection of artists
- Approval of drafts
- Total budget control

The coordinator convenes meetings and prepares decision-making.

Selection of artists

In order to achieve the high international-level objectives set in the General Plan for Art on the Tramway, particular attention will be paid to ensuring that all artists involved in the project are professionals active in their field.

The diversity of the general plan sets special requirements regarding the capacity for co-operation between artists, accompanied by interaction with local residents and other local actors. When selecting artists, the objective is to create an interesting, diverse team of individuals with a variety of expressive and working methods. When selecting artists, particular consideration is given to the local artist potential, and in certain projects such as temporary art, local actors will be prioritised. In addition to the local aspect, national and international interest is taken into consideration.

18

The spectrum of art on the tramway is wide, and there is great variation in the locations and projects. It is therefore impossible to define a uniform method for selecting artists for the entire project. The methods are selected case-by-case with the objective of a versatile and transparent selection process.

The Art Steering Group decides on the appropriate selection method for each section. There are several methods for selecting artists:

Direct commission

In, for example, a clear case with a tight schedule that requires fast action, it is possible to commission an artist directly. A direct commission may also be appropriate if the process of integrating the art into the rest of the planning requires exceptional coordination.

Portfolios

Portfolios are used in cases where a greater variety of artists is desired. In this method, interested artists will sign up to a project by submitting a portfolio of their work in the desired format and scope. This method may result in one or more direct commissions, or an invitational competition for a group of artists. It is possible to hire a curator or peer reviewer to assess the most suitable artists, or to put together a team to work on the project to be implemented.

Competition

A competition can be open or invitational. An open competition can result in surprising and interesting ideas, but it requires more administration and implementation work. An invitational competition is a way of ensuring that interesting artists will participate, but the costs may be higher than in other selection methods. Competitions will always observe the competition rules of the Artists' Association of Finland.

Competitions are vital, especially when searching for artists and suitable artwork for larger projects. For example, the landscape artwork along the long stretch between stops could make an impressive site for an international art competition, generating interest for the entire project.

Cooperation projects

In the discussions, cultural actors in Tampere expressed the desire for cooperation that interlinks various art forms. One way of implementing art in the tram cars could be to bring together professionals from one field to another, in order to create artwork for the tram cars and ensure that each artist has varying professional skills to offer to the project.

Agreements

Part of implementing the General Plan for Art on the Tramway is to create best practices and prepare relevant agreement procedures. Overall, the agreements will conform to the agreement models generally used in the public procurement of artwork. Standard agreement templates will be prepared for the project that the coordinator can adjust case by case, if necessary.

Following the selection of the artist, a draft agreement will be prepared with the artist. Based on this agreement, the artist will prepare a draft of the artwork that will be presented to the Art Steering Group. The artist will present the idea, an account of the materials and techniques used, a budget for the implementation, and an assessment of the life cycle and maintenance of the work.

Once the draft has been approved, an implementation agreement will be made, based on the budget and technical and material method of implementation included in the draft. Implementation and payment schedules will also be recorded in the agreement, as well as the division of tasks and responsibilities between the parties. The body financing the work is always a contracting party.



Coordination

An art coordinator works under the Art Steering Group and is responsible for the practical implementation of the artwork. The Tramway Art Steering Group decides on the hiring of a coordinator. The art coordinator convenes the meetings of the working group and acts as the secretary. Other tasks include monitoring the smooth progress of projects; coordinating several simultaneous projects at the implementation stage; communicating with artists, the tramway project parties and the steering group; and monitoring the budget.

The coordinator prepares materials for the steering group and makes a more detailed plan for the way forward. The tasks of the art coordinator also include disseminating information on the figures and documents related to the projects, presenting matters related to safety and accountability, and informing all parties of the appropriate practices.

The person selected as the art coordinator can be a professional in visual arts, architecture or cultural production with experience in combining art with various construction projects and urban planning. The coordinator must have expertise in the materials and techniques relevant to the implementation of the art programme.

Tramway events require coordination. The events office or the city's cultural services can manage the coordination, but it is also possible to consider hiring a separate events organiser.

Publicity

In the workshop, active and extensive communication about art on the tramway and its progress was considered important. The aim is to set up a website for the project under the tramway website and to update the site with information on the progress of the art projects and on any calls for artists and portfolios, as well as on seminars and

workshops. Participants also suggested putting tramway plans and conceptual illustrations on the website.

Schedule

In terms of materialisation, 2017–2019 will primarily be spent on planning and drafting, and the actual implementation of art will take place in 2019–2021. Work on temporary art should commence as soon as possible. It may also be possible to implement some of the art on the distribution cabinets during the construction, as they appear in the urban landscape.

In order to control the costs, commitments to commissioning art should be made as early as possible. This will prevent overlapping planning work and enable the organisation to prepare for the requirements of art, such as providing electricity, as the construction work progresses. This will make achieving the result easier and more cost-effective.

Budget

According to the initial budget, the cost of art is approximately EUR 1,500,000 including the cost of coordination and curating, if all the acquisitions recorded in the art programme can be implemented. A total of 10% of the total art budget was allocated for the cost of coordination and curating; 7% for coordination, and 3% for curating. When the total budget is confirmed, it will be possible to decide on the projects to be undertaken. The estimated costs will become more accurate with further planning.

Some of the items in the general plan are already included in the costs, such as designing the pattern on the seats in the tram cars, or the printing of the glass surfaces of the tram shelters. Here, the correct allocation of the cost of the design work will affect the total budget. It is possible to compensate some of the budget by replacing normal

DIVISION OF COSTS AMONG OPERATORS
Tampere Tramway Limited
tram cars
tram shelter structures
special stops
electrical boxes
Tampere Art Museum
landscape art
City of Tampere / Tramway Development Programme
electrical boxes
art during construction
bridges and retaining walls
tree sculpture on Sammonaukio square
railway tunnel
coordination and construction
City of Tampere / public transport
service design
City of Tampere / green areas and storm drainage
tree sculpture on Sammonaukio square
Field of Art

design work with art.

Funding for work in the General Plan for Art will be applied for from foundations and separate public art funding programmes. In the spring of 2017, unsuccessful applications were made to the Arts Promotion Centre Finland (Taite) in Pirkanmaa for funding for temporary art during the construction of the tramway, and for the percentage for art funding for the integration of art in the tram cars. It is also possible to apply for funding in the coming years. Over five years, the aim is to receive a total of EUR 150,000 of funding from a variety of foundations and state subsidies.

The future

In the procurement of art, the aim is to find, as far as possible, maintenance-free solutions, but maintenance will still be required. The Construction and Maintenance Service Units of the City's Construction and Maintenance of Urban Environment Unit will be responsible for the lighting and surfaces of the bridges and retaining walls, as well as the maintenance of the green areas. The Art Museum will be responsible for artwork on the long stretch between stops in Hervanta and any separate, independent works of art that will be added to the City of Tampere collection.

Decisions will need to be made regarding the schedule for changing art on distribution cabinets,

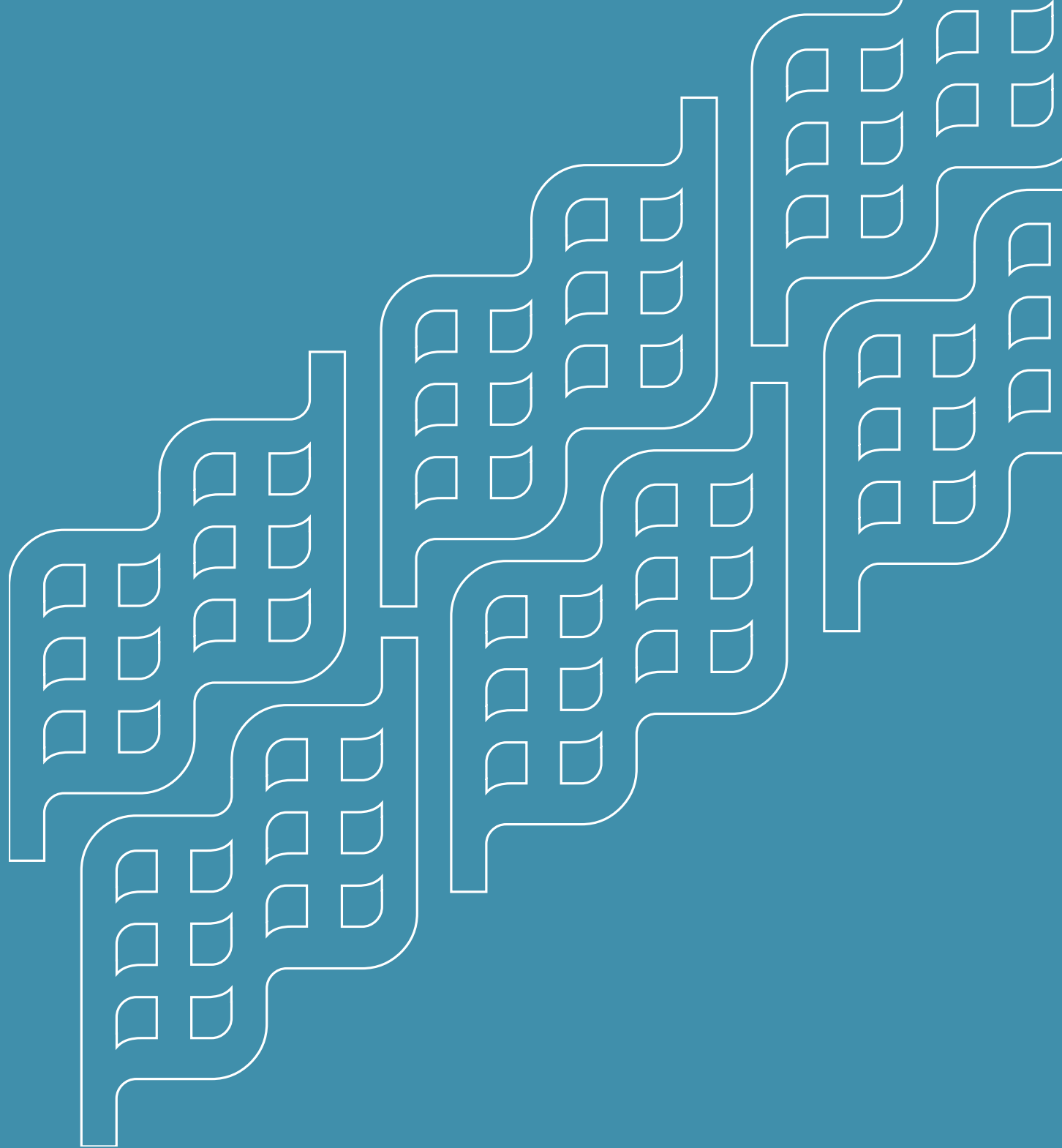
in tram cars, and at tram stops. Funding and practical implementation issues will also need to be defined. For example, revenue from the potential tramway product range can be allocated to funding changing art. In addition, any events organised in moving tram cars will need to be coordinated with the rest of the city's cultural life.

Art on the tramway will be alive and changing during the construction of the tramway and also once it is finished and in use. During the construction of the tramway, the plan should be updated as circumstances change, when Phase 2 commences, and as new areas are added to the plan, such as Lielähti and Hiedanranta.

DISTRIBUTION OF MAINTENANCE RESPONSIBILITIES
Tampere Tramway Limited
tram cars
tram shelters
special stops
electrical boxes (tramway technology)
Tampere Art Museum
landscape art
City of Tampere / construction and maintenance
bridges and retaining walls
electrical boxes (traffic lights, street lighting)
City of Tampere / public transport
service design
Visit Tampere
events



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TAMPEREEN KAUPUNKI