

CIVITAS CAPITALISED 2014

A REPORT ON THE ACTIVITIES
OF THE CIVITAS CAPITAL PROJECT IN 2014



THE CIVITAS INITIATIVE
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IMPRINT

About

CIVITAS CAPITAL is a 36-month project of the European Commission's Directorate-General for Mobility and Transport (DG-MOVE) funded as part of the CIVITAS Initiative under the Seventh Framework Programme for Transport. Launched in September 2013, CAPITAL will capitalise systematically on the results of CIVITAS and create an effective "value chain" for urban mobility innovation.

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FOREWORD

Many of Europe's cities are already demonstrating the promise of sustainable urban mobility policies in reducing environmental impact and improving residents' health and quality of life. Cities across the continent are working on incorporating low-emission vehicles into their fleets; making public spaces safe, accessible and attractive; and using modern technologies to make getting from A to B quick and easy.

However challenges still remain, particularly in newer Member States and smaller cities without the experience and resources to take the bold steps necessary to ensure a transition to more sustainable transport. This is why initiatives like CIVITAS are of great importance, enabling knowledge and expertise to be shared between decision-makers and practitioners across Europe. In this way we can accelerate change together, pooling ideas and techniques to find solutions to the obstacles that cities face.

Through its involvement in the CIVITAS ARCHIMEDES project, Brighton & Hove engaged in a raft of measures under broad themes including road safety, car-sharing, electric vehicles, accessible public transport, and efficient urban logistics. These measures have contributed to increasing numbers of residents choosing to use the bus and bicycle rather than private cars, and reduced congestion in the city centre. Brighton & Hove's efforts resulted in being awarded CIVITAS City of the Year 2014 at the CIVITAS Forum in Casablanca last year, having been previously nominated in 2012 and 2013.

Brighton & Hove is pleased to be a member of the CIVINET UK & Ireland, one of a number of networks of European cities within CIVITAS who exchange on sustainable urban mobility in their own language and political context. Our experience and that of dozens of others shows what can be accomplished when local



Image: Brighton & Hove City Council

governments take advantage of the opportunity to learn from and share knowledge with colleagues nationally and internationally.

Through our continued participation in CIVITAS, we want to see more European cities and towns engaging with sustainable urban mobility and benefitting from activities such as those described in this report.

Ian Davey

Deputy Leader

Brighton & Hove City Council – CIVITAS City of the Year 2014

INTRODUCTION

The CIVITAS Initiative is Europe's flagship sustainable urban mobility project, which works with the aim of establishing a European mobility culture that is clean, safe and sustainable for the future. Since its inception in 2002, the initiative has worked with dozens of cities testing urban transport solutions affecting millions of residents. The project inspires European politicians and local governments to work with the people they serve for better and greener transport.

CIVITAS CAPITAL's mission is to mainstream the principles of CIVITAS in support of the goals of the [2011 Transport White Paper](#), and amplify the opportunities for sharing practical knowledge and experience to more European cities. The European Commission's [Urban Mobility Package \(UMP\)](#), published at the end of 2013, sets the tone for many dimensions of CAPITAL's work as it address the ways in which the Commission can support the practice of sustainable urban mobility plans (SUMP) with appropriate regulation and financing, develop policy for road user charging and access restrictions, and best practice for managing urban freight. CAPITAL works in concert with the other current CIVITAS support action, CIVITAS WIKI.

CAPITAL operates a number of different work packages, among which are the [CIVITAS Thematic Groups](#). The Thematic Groups, which are managed jointly by CAPITAL and WIKI, give transport policy-makers and practitioners from across Europe the chance to be involved in knowledge-sharing activities such as study tours and workshops, as well as the work on the important task of developing materials and methods, so that they and their peers can contribute towards European environmental and transport goals.

The Advisory Groups are small teams of experts from a variety of geographic and disciplinary backgrounds, who discuss the latest developments in European research and policy relating to a number of priority topics identified by the European Commission and CAPITAL partners. They will also offer recommendations for future policy for consideration by the Commission.

CAPITAL is also administrating the [CIVITAS Activity Fund](#), where cities and other organisations can apply for co-funding of activities that relate to the CIVITAS themes. A total of four competitive calls will run during the project's lifetime, focusing on the transfer of knowledge, experiences and lessons learned from 'pioneer' cities to 'take-up' cities.

The international nature of the CIVITAS Initiative is one of its greatest strengths. However, it is also beneficial if cities can work on problems together in their own language and their own legal and policy context. The [National Networks, or CIVINETs](#), with members from local governments, public authorities, academia, and business, fulfill this role and help to spread the message of CIVITAS more widely among European Member States.

In the following thematic sections, we will define each theme in relation to CAPITAL and give some insight into current European policy that applies to each. This will be accompanied by articles reporting on the activities of the relevant Thematic Groups and one of the Advisory Groups, a contribution from one of the CIVINETs, and a spotlight article on one of the projects funded through the Activity Fund. A collection of important facts and figures is included at the end of each section, which readers can use to inform their own presentations or further explore the current state of sustainable mobility in Europe.



Image: www.eltis.org

CLEAN AND RESOURCE EFFICIENT MOBILITY

Many cities in Europe are actively engaged in making their mobility cleaner and greener. In this section we will explore the parts of CAPITAL dealing with the theme of Clean and Resource-Aware Mobility. This not only includes more environmentally friendly technologies in vehicles (whether in public or private hands), but also zero-emissions forms of mobility such as walking and cycling. Moreover, it is important that urban mobility remains sustainable for the future in terms of financial resources and public support as well as environmental impact.

We will explore this theme through a detailed thematic analysis and a consideration of the surrounding policy context, with an article developed with relevant CIVITAS Thematic Groups and the Energy and Climate Efficiency Advisory Group, a review of the calls to the Activity Fund in 2014, and a spotlight on a study tour organised by the city of Aachen (Germany) about clean public bus technologies. We have also collected together relevant facts and figures on the topic.

THEMATIC ANALYSIS

Road transport contributes around one fifth of the EU's total emissions of CO₂, the main greenhouse gas. Reducing the environmental impact of transport is therefore a critical step in mitigating the effects of climate change. Of the many means of doing so, one that holds much promise is the widespread use of vehicles powered by alternative fuels such as electricity, biofuels, or hydrogen. These technologies offer the possibility of vehicles which produce little or no on-street emissions, a move which would serve to greatly reduce our impact on the environment as well as improve public health.

Vehicles using alternative fuels are, however, only as environmentally sound as the methods used to produce the energy which powers them. Another important consideration is that low-carbon private vehicles do little to combat the issue of congestion on Europe's roads. Therefore, it is important that we

Image: www.civitas.eu



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continue to emphasise a greater shift to other low-carbon means of transport, such as walking, cycling, and the use of public transport.

Beyond making mobility cleaner, it is particularly important that new sustainable mobility measures are appropriate to a particular city's context and resources. At a time when city budgets are under pressure, advocates for sustainable mobility must show how innovative methods of financing and funding can contribute towards any costs involved in implementing and maintaining sustainable mobility. It is also important to be aware that the best measures to foster cleaner mobility are not always the more expensive ones.

CIVITAS CAPITAL includes Thematic Groups on many topics relevant to the theme of clean and resource aware mobility, such as Clean Fuels and Vehicles, Car-Independent Lifestyles, and Mobility Management. The Advisory Group on Energy and Climate Efficiency focuses on how European cities can more easily procure climate and environmentally-friendly vehicles as alternative technologies become increasingly mainstream and affordable. Additionally, a high proportion of applications to the Activity Fund in 2014 were made under the theme of Car Independent Lifestyles and Mobility Management, demonstrating that European cities continue to see changing mobility behaviour and awareness-raising campaigns as important tools in reducing private car use.

POLICY CONTEXT

Reducing the environmental impact of transport in the EU is one of the European Commission's top priorities, as road transport accounts for some 70 percent of all transport-related CO₂ emissions. The Commission's broad goal, specified in the 2011 White Paper on Transport, is to have no more conventionally-fuelled cars operating in EU cities by 2050. The UMP sets out the Commission's strategy to fulfill this objective. A particularly important part of this is the need to develop an interoperable alternative fuel infrastructure across the EU, replacing petrol and diesel cars with vehicles using cleaner fuels.

The [Clean Power for Transport package](#) and its accompanying [Directive](#) obliges Member States to provide a minimum coverage of re-fuelling stations for vehicles using fuels such as electricity, hydrogen, and compressed natural gas. This is designed to support the development of a market for these alternative fuels. It foresees the use of common technical specifications for recharging and refueling, infrastructure allowing vehicles using alternative fuels to easily travel between EU Member States.

The Commission has a raft of other policies promoting the decarbonisation of transport in Europe's cities. One of these is the [Clean Vehicles Directive](#), which aims to see a wide-scale deployment of

Image: www.eltis.org



environmentally-friendly and energy-efficient vehicles in the European market. It also requires that energy and environmental impacts linked to the operation of vehicles over their whole lifetime are taken into account at the purchasing stage.

A popular policy by European Member States to encourage the adoption of sustainable transport is the offer of subsidies and special bonuses to consumers who purchase electric cars. For example, the Croatian government extended its [subsidy programme in September](#), which was responsible for a massive increase in the numbers of electric cars operating in the country in 2014.

Regional governments are also taking the lead on tackling air quality, as the issue came to the fore in early 2014 due to high particulate levels in numerous cities in northern and western Europe. Upper [Normandy \(France\)](#) and [Gelderland \(The Netherlands\)](#) made marked progress in efforts to install more public charging points in cities and towns in their territories this year.

CLEAN AND ELECTRIC VEHICLES TOP OF THE AGENDA FOR THEMATIC GROUPS

This year the Thematic Groups related to low-carbon mobility have been focussed on helping cities to meet targets specified in European rules. For example, in the [Renewable Energy Directive](#) the target for 2020 is a 10 percent share for biofuels in terms of petrol and diesel consumption in all Member States. Cities and municipalities face huge challenges in meeting these targets.

However, technological developments can come to cities' aid. In the Thematic Groups on Clean Fuels and Vehicles and Collective Transport, interaction is ongoing around promising technologies for alternatively-fueled buses, their operational characteristics, pollutants and emissions, costs, and maturity. CAPITAL and WIKI are joining forces in the development of a Policy Note on this topic. The Policy Notes are targeted at city planners, decision-makers and the public in Europe.

Due to technological innovation and strict emissions standards, cities can find a compromise between budgetary constraints and ecological awareness. Hydrogen-fuelled buses are promising but still in an experimental phase, which increases the cost of purchase.

Electric mobility is a hot topic, given the increasing sales of electric cars and greater use of electric public transport vehicles in Europe. The Thematic Group on Clean Fuels and Vehicles participated in [the "Promoting local electric mobility" workshop](#) on 10 February 2015, organised by CIVITAS Dynamo and supported by WIKI and CAPITAL. Among the topics covered were the city of Aachen's (Germany) electro-mobility strategy, which includes electric bicycle and car sharing and electric public transport vehicles.

Making the mobility options on offer clean and resource-aware is certainly a huge challenge; getting tailored information to users is another. Yet again, technological developments may come to the rescue. In a [webinar entitled 'Interactive Mobility Information: Is it worth the effort?'](#) for the Thematic Group on Mobility Management, various interactive internet applications were shown and discussed, for example, the information and journey planner website and mobile app developed in Aalborg (Denmark). The most effective examples of these put users in the driver's seat. By using these apps, users can customise, personalise and therefore tailor the information to their needs. Further work on activities such as promotion and training may be needed to demonstrate how these programmes can be used to their full potential.



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Aachen studies clean buses in German cities

The city of Aachen (Germany) is committed to developing electric mobility in its territory. This process includes replacing diesel buses currently operating in the city with those using electricity, an important aspect of ongoing implementation of the city's sustainable urban mobility plan (SUMP).

To get a better understanding of the technical options available to them, the city of Aachen applied to the CIVITAS Activity Fund with the aim of organising a study tour and workshop to see existing examples of electric bus technology. Local politicians, civil servants and representatives of Aachen's public transport operator ASEAG were among the participants visiting the German cities of Braunschweig and Eberswalde from 7 – 9 September 2014.

Participants examined the technologies being used in the two cities first hand, including inductive charging and trolleybuses with overhead wires. They then attended a thematic workshop where additional information and expertise was presented. The knowledge gained will allow the city of Aachen to run a study to analyse the potential for electrifying bus services, taking into account the feasibility of different technologies. In a survey taken among the participants after the study tour, no one had further concerns about the potential introduction of electric buses in Aachen.

PROCUREMENT OF CLEAN VEHICLES ADDRESSED BY ADVISORY GROUP

A number of European cities are already engaged in decarbonising transport on their streets through replacing and expanding their fleets with alternatively-fuelled vehicles, and developing the required infrastructure to support growing numbers of electric cars. Further work is needed to ensure that such measures are taken up by more European cities, and not just a few pioneering ones.

CAPITAL's Advisory Group on Energy and Climate Efficiency is tasked with developing recommendations for Commission policy to achieve this expanded effort, in line with targets on clean fuels set out in the 2011 Transport White Paper and the UMP. Policy addressing a number of different topics was discussed at the group's first meeting in October 2014, including the challenge of dealing with clean vehicle technologies and companies which present a new industrial paradigm. Fiscal policy and the internalisation of external costs were also considered, as well as the role of public authorities in developing the market for clean vehicles.

The group will focus on this last topic in future meetings, and try to identify and produce recommendations on what public authorities at all levels can contribute. They see a particular role for public authorities in the procurement of clean vehicles, by improving the legal definition of what is a clean vehicle and providing requirements for tenders, particularly in the context of the EU's Clean Vehicles Directive.

Another tool that could help public authorities in procuring clean vehicles would be objective criteria to judge the performance of all available fuels. Finally, regulations to make the inclusion of clean vehicles into company car fleets simpler and more attractive would increase the number of companies who offer such vehicles to their employees.

The Advisory Group includes local government representatives from the cities of Bremen (Germany) and Stockholm (Sweden), who are already actively engaged in increasing the number of alternatively-fuelled vehicles on their streets. It also includes a representative from AVERE, the European Association for Electric Vehicles.

THE CIVITAS ACTIVITY FUND IN 2014

The CIVITAS Activity Fund supports the take-up of sustainable urban mobility measures in Europe via the transfer of successful measures from 'pioneer' cities to 'take-up' cities. Co-funding of up to 50 percent will be made available to urban mobility projects in four competitive calls between 2014 and 2015. Cities and organisations can apply to the fund with their applications categorised according to four take-up levels, which have corresponding levels of available funding, and the ten CIVITAS themes.

In the first call of 2014, 23 applications were made to the fund based on the themes of Clean Fuels and Vehicles, Demand Management Strategies, Integrated Planning, Safety and Security, Transport Telematics, and Urban Freight Logistics. All the applications were made by local governments or public transportation operators. Upon evaluation of the applications, 11 were awarded a total of €52.000 to carry out their mobility projects. These took place in 2014 and reports for each project were produced.

In the second call, 44 applications were made to the fund based on the themes of Car-Independent Lifestyles, Collective Passenger Transport, Mobility Management, and Public Involvement. The larger

number of applications was enabled by the development of a new online application form, as well as an expanded focus to allow different kinds of organisations to apply, such as universities or NGOs. Upon evaluation of the applications, 14 were awarded a total of €78.966 to carry out their mobility projects. These are currently being planned and implemented in 2015.

The final two calls will take place in 2015, with the third call running from late March until late April. Details of the next call will be published soon on the Activity Fund's dedicated page on civitas.eu. For more information about the Activity Fund, contact the fund's secretariat via activityfund@civitas.eu.

Facts and Figures

- Road transport contributes roughly 70 percent of all transport-related greenhouse gas emissions in the EU – or 843 million tonnes in 2012.¹
- Use of public transport (bus, tram, and metro) increased by 8 percent from 2000 – 2012.²
- Annually 57 billion passenger journeys are taken by public transport in the EU, or 190 million journeys every day.³
- Half of Europe's population travel with a private car every day, while 12 percent cycle every day, and 16 percent use public transport.⁴
- The average modal split in EU metropolitan areas is 55 percent private car use, 30 percent walking and cycling, and 15 percent public transport.⁵



- 1 <http://ec.europa.eu/transport/facts-fundingsstatistics/doc/2014/pocketbook2014.pdf>
- 2 http://www.uitp.org/sites/default/files/cck-focus-papers-files/Local_PT_in_the_EU_web%20%282%29.pdf
- 3 http://www.uitp.org/sites/default/files/cck-focus-papers-files/Public%20transport%2C%20a%20lever%20for%20local%20economic%20development%20and%20wealth%20creation_0.pdf
- 4 http://ec.europa.eu/public_opinion/archives/ebs/ebs_406_en.pdf
- 5 http://www.uitp.org/sites/default/files/cck-focus-papers-files/Public%20transport%2C%20a%20lever%20for%20local%20economic%20development%20and%20wealth%20creation_0.pdf

INCLUSIVE MOBILITY FOR A COHESIVE AND HEALTHY SOCIETY

European cities are dealing with a legacy of urban development that prioritised space for cars over pedestrians, cyclists, and public transport users. Low physical activity, congested streets, and dangerous levels of environmental pollution have been the result. It is clear that making adequate transport provision across many modes, as well as ensuring access to these modes for all travelers, is a valuable tool for building healthy and happy communities. It is also very crucial to involve communities and stakeholders in developing solutions of any kind to ensure that everyone's needs and desires are considered and balanced, as well as to maximise public acceptance and support for new measures.

We will explore this theme through a detailed thematic analysis and a consideration of the surrounding policy context, with articles developed with relevant CIVITAS Thematic Groups and the Advisory Group on SUMP, an overview of the CIVINET UK and Ireland's event on integrating mobility with other policy areas, and a spotlight on measures to reduce traffic speeds around schools in Nikšić (Montenegro), which was funded through the Activity Fund. We have also collected together relevant facts and figures on the topic.

THEMATIC ANALYSIS

Due to the recent history of urban development in Europe, cities are faced with infrastructure that is more suited to car drivers than any other transport user. This comes at a time when it is increasingly recognised that private car use is inefficient and damaging from multiple perspectives, including those of health, energy consumption, and spatial planning. Additionally, when we allocate a disproportionate amount of space and infrastructure to cars, we disadvantage (and sometimes endanger) users of other modes such as pedestrians, cyclists, and public transport passengers.

It is clear that the main justification for providing extra road capacity, the issue of traffic congestion, has not been substantiated. The practice of developing sustainable urban mobility plans (SUMP) addresses this by going beyond the provision of new infrastructure to serve other sustainable development objectives, such as economic well-being, improved public health, and increased social inclusion. A very important aspect of a SUMP is ensuring that measures and policies included within



it are developed with the involvement of all relevant stakeholders and members of the public. This helps to ensure that all the needs and desires of everyone impacted by a new measure or policy are adequately considered, and reduces the likelihood of residents feeling that new measures have been imposed on them without their involvement and input.

Finally, there are numerous ways that more sustainable urban mobility can impact public health for the better. Cities and societies where walking and cycling are common tend to experience improved health outcomes from these activities than those where these practices are less common. Better awareness of road safety and methods that protect vulnerable road users such as pedestrians and cyclists will encourage more people to use these modes.

Many parts of CAPITAL are working to make methods of mobility planning with a greater scope and outlook more widespread, such as the Thematic Group on Public Involvement and the Advisory Groups on Road Safety and SUMP. At an event hosted by the UK Government, the UK and Ireland CIVINET encouraged its members to break down barriers between different policy areas and develop common approaches to achieve goals.

POLICY CONTEXT

Although progress has been made on improving road safety across the EU, more still needs to be done. Thousands of people die in traffic accidents in EU cities every year, and most of these are vulnerable road users such as pedestrians and cyclists. It is also important for different policy areas to be integrated to achieve common objectives, as this is generally a more effective and comprehensive method of reaching these goals.

The Commission is supporting the development of SUMP in European cities, chiefly through the provision of guidance material, best practice exchange, benchmarks, and supporting educational opportunities. It is also encouraging Member States to set up platforms for mutual learning and sharing experiences in SUMP. There are also plans to introduce an urban mobility aspect to the Covenant of Mayors, an EU initiative which focuses on local and regional renewable energy and energy efficiency.

Keeping road infrastructure in good repair and measuring and reducing urban emissions are also key areas for reducing outcomes related to road accidents and poor public health. The Commission's [**Directive on Road Infrastructure Safety Management**](#) obliges Member States to inspect the safety of their road networks and take measures to resolve problems. The [**Directive on Ambient Air**](#)



Quality indicates how Member States should approach the measurement of emissions in urban areas and efforts to reduce emissions to target limits to improve public health.

A key aspect of making transport more inclusive is making it more accessible to all users, such as by making adjustments to accommodate those with physical, mental or sensory disabilities. This has been accomplished in some modes to an extent, particularly with regard to low-floor buses and other public transport vehicles which are becoming increasingly common. The Commission will work with Member States to achieve compliance in urban mobility with the United Nations Convention on the Rights of Persons with Disabilities through its [EU Disability Strategy 2010-2020](#).

A policy which is increasing in popularity among local governments, particularly in newer member states in Eastern Europe, is offering reduced or free public transportation for residents. This has been [spearheaded by Tallinn \(Estonia\)](#), which introduced free public transport for people registered as residents in the city in January 2013. Many others focus on giving public transport privileges to underserved groups, such as the elderly or disabled.

KEEPING TRANSPORT USERS SAFE AND ENGAGED A PRIORITY FOR THEMATIC GROUPS

Accessible mobility for all. Although this sounds simple as a slogan, it is a real challenge to design mobility systems that are accessible to all members of society. Renewed attention is being paid to universal design, enabling groups with special needs to take part in everyday life.

Designing successful public involvement processes is a good way to ensure that the needs and expectations of a broad spectrum of stakeholders are included in planning urban mobility policies. During the CIVITAS 2014 Forum in Casablanca (Morocco) a [training session was held entitled 'How to engage different social groups in urban mobility?'](#). The discussion focused on designing a participation process for elderly citizens, children and immigrants. The participants argued that these kinds of processes offer valuable insights into the needs and expectations of target groups and would improve the quality and impact of policy plans. The Thematic Group on Public Involvement has built upon the proceedings of this training session in its own discussions.



The same Thematic Group held a webinar on crowd-sourced planning which showed an overview of key social applications that can be used to help improve transport and urban sustainability. The opportunities and challenges in using these applications were highlighted and concrete ideas for using applications developed. One of the biggest issues that cities will have to address concerning these applications is the topic of open data, which fuelled an animated discussion among the group's members. Open data provides the public with necessary information about their neighbourhoods and mobility systems, but can of course also be used to confront local authorities with their responsibilities. There is much fertile ground for further discussion of this topic by the Thematic Group for Public Involvement.

Safety and security has been addressed by the EU's new Commissioner for Transport, Violeta Bulc, as a top priority. The Thematic Group for Safety and Security is working actively on this topic, having carried out a [peer review exercise](#) on 30km/h zones in Reggio-Emilia (Italy) on 11 November 2014. The Thematic Group is managed by CIVITAS WIKI, which also organised the peer review exercise. Speed limitation and encouraging road users to actively be aware of one another remain important measures to make urban roads safer, as was discussed by group members during the webinar entitled '[Revolutionary Roads](#)'.

ADVISORY GROUP FOCUSES ON SPREADING SUMP IN EUROPE

A Sustainable Urban Mobility Plan (SUMP) is a strategic plan designed to satisfy the mobility needs of all people in cities and their surroundings for a better quality of life. Over [one hundred cities across Europe](#) are already engaged in this method of transport planning, affecting millions of residents and visitors.

CAPITAL's Advisory Group on SUMP aims to support wider take-up of the SUMP concept and process in Europe. At the group's first meeting on 9 and 10 October 2014, the topic was examined from numerous perspectives to understand the particular challenges that remain for cities who want to develop and implement SUMP. Potential solutions for these problems were also discussed, and examples of good practice identified.

The group will produce a policy paper addressing several of these topics in more detail. Among these are the ways that national governments can support SUMP optimally, in terms of legislation, regulation,

and funding. Effective working within the existing structures of local governments will be another topic, as well as reducing the incidence of plans being developed and then not implemented. Quality management, monitoring and funding of SUMP will also be explored.

Experts in the group include world-renowned figures in urban and transport planning from academia as well as a representative of CRTM, the public transport operator of Madrid (Spain). The Spanish capital is among the cities currently implementing a SUMP, since the plan's approval in summer 2014. This combination of academic expertise as well as the experiences of the application of SUMP principles in one of Europe's largest cities will produce practical recommendations for increased engagement in SUMP at all governmental levels – local, national and international.

Facts and Figures

- On average, public transport passengers walk approximately three times more than people who depend on private vehicles. They are therefore more likely to meet recommended daily physical activity targets, lessening the risk of diseases linked to low physical activity – obesity, stroke, and heart disease.⁶
- Road fatalities across the EU have declined by 48 percent since 2001. The EU has an average of 56 road fatalities per 1 million inhabitants per year. For every person killed on EU roads, another 10 – 12 suffer serious injuries.⁷
- The cost of urban transport for the community is 50 percent lower in cities with greater shares of cycling, walking, and public transport use.⁸

6 http://www UITP.org/sites/default/files/cck-focus-papers-files/20141121_%20Contribution%20of%20public%20transport%20to%20jobs%20and%20growth-Nov2014L.pdf

7 <http://ec.europa.eu/transport/facts-fundings/statistics/doc/2014/pocketbook2014.pdf>

8 http://www UITP.org/sites/default/files/cck-focus-papers-files/Public%20transport%2C%20a%20lever%20for%20local%20economic%20development%20and%20wealth%20creation_0.pdf



UK & Ireland CIVINET links mobility to other policy areas

Connecting different policy areas to one another to fulfill shared policy goals is an approach that is growing in popularity. To encourage the combination of mobility policies with other policies, the UK & Ireland CIVINET held an event hosted by the UK's Department of Transport in London on 2 September 2014. More than 40 participants gathered to hear from invited experts in public health, social inclusion, economic development, and air quality.

The event's keynote speech was given by Baroness Kramer, UK Minister of State for Transport. She emphasised the need for more interdisciplinary and cooperative thinking across policy areas and better awareness of how sharing effort, ideas and experiences can deliver improved outcomes. In concluding her speech, Baroness Kramer said that the UK Government wanted local governments to "actively take the lead, with the power to act and the ability to make a difference."

Good practice examples from UK cities and local authorities Cardiff, Haringey and Southend were presented, as well as from Krakow (Poland). These cities are using access restrictions to improve public transport service quality and reduce environmental pollution, employing walking and cycling to increase physical activity and strengthen communities, and making access to transport central to encouraging economic regeneration. Participants also received information about the Commission's actions regarding sustainable urban mobility as set out in the UMP and potential sources of funding for urban mobility projects and measures.

Participants came away from the event with a new appreciation of the benefits of thinking outside their own areas of expertise and encouraging innovative ways of working in their organisation, with many resolving to incorporate this in their own work. Mike Kirby, Chair of the CIVINET and Director for Transport and Environment at Lancaster County Council, said, "It was fantastic to put together such a thought-provoking event. We were delighted to welcome the Minister and I believe she gave us encouragement to aim to put sustainable transport on every agenda."

NIKŠIĆ CUTS SPEEDS NEAR SCHOOLS

Nikšić in Montenegro is a city dominated by cars. One of the challenges that the city experiences as a result of this is poor adherence to traffic rules. This includes the maximum speed limit of 30 km/h near schools. Nikšić applied to the Activity Fund with the aim of improving road safety near schools, reducing car use, and increasing walking and cycling.

With the help of the city of Koprivnica (Croatia), Nikšić implemented a project to achieve these objectives. This was kicked off with a workshop in

Koprivnica from 17-18 July 2014 where representatives from Nikšić were introduced to SUMP principles and visited schools where measures to improve safety had been implemented. On their return to Nikšić a local workshop was held with participants from the municipal administration, schools and police. A number of targeted campaigns were also launched in five schools across the city.

As a result of all these activities, appropriate signage to mark 30 km/h zones was implemented, leading to better adherence to the speed limit. There are also encouraging signs that parents and children have a better understanding of the safety and environmental impacts of travelling by car. Nikšić will work to ensure that these good intentions are followed by actual changes in mobility behaviour.

SMART MOBILITY FOR SMART GROWTH AND JOBS

The pace of technological development presents new solutions to familiar mobility problems, which can help to grow local, regional and national economies. The collection, analysis and transmission of real-time traffic data can help in a variety of contexts, such as reducing traffic congestion, clearing the way for public transport vehicles, and feeding into the burgeoning number of web and mobile applications and journey planners being developed for the devices that many EU residents have in their pockets. Improved freight transport can be achieved by making better use of transport networks between and within cities, allowing goods and services to be provided more quickly and efficiently.

We will explore this theme through a detailed thematic analysis and a consideration of the surrounding policy context, with articles developed with relevant CIVITAS Thematic Groups and the Advisory Group on Intelligent Transport Systems, an interview with a representative of the CIVINET España y Portugal, and a spotlight on an experience exchange between the public transport operator of Budapest (Hungary) and Bristol (UK) on urban logistics, funded through the Activity Fund. We have also collected together relevant facts and figures on the topic.

THEMATIC ANALYSIS

The impact of modern technologies on Europe's transport systems is already being felt. Cities and Member States can use these technologies to their advantage to improve economic performance through making mobility systems more efficient and effective. The use of Intelligent Transport Systems (ITS) to reduce the incidence of traffic jams and improve the punctuality of public transport are well established, helping people to access opportunities for employment and leisure further away from their homes.

The last few years have seen an increasing number of journey planners and travel applications, developed both by city administrations and private companies for use via mobile devices. These work best when they can draw on real-time traffic information (RTTI) and other data sources to present useful information to travelers to help them plan their daily journeys. More intelligent ways of managing demand through financial incentives and disincentives, and strategic management of parking and traffic regulations can also aid local authorities in making traffic flows smoother and more efficient.



Moving people and goods across Europe faster and more efficiently is also a means to stimulate economic growth. With the optimisation of transport networks, businesses can access new markets for their products. Better distribution methods in cities will also keep public and private sectors well-supplied while reducing congestion.

However, smart advances in mobility are not always those which rely on modern technology. Making cities more attractive places in which to walk, cycle and spend time also increases local economic activity and job creation. EPOMM, the [European Platform on Mobility Management](#), is currently developing a roadmap on how smart management of urban mobility can contribute to local economic development, as well as to social inclusion.

CAPITAL's Advisory Groups are carrying out important works related to European Commission policy on these topics – for example, the Advisory Group on ITS will develop a roadmap for the release of real-time traffic data across the EU. Meanwhile, the CIVINET España y Portugal has committed to more and better use of ITS in their member cities, and the Thematic Group on Urban Freight Logistics has been exploring the application of cleaner vehicles in city-centre deliveries.

POLICY CONTEXT

Making Europe's mobility landscape more efficient and intelligent has enormous potential to save money and boost economic growth. To take just one aspect of this, it is estimated that traffic congestion costs 1 percent of European GDP every year. Reducing this burden will save Europe's economies and companies time and money that is otherwise lost to bad traffic.

The UMP identifies several particular means by which mobility in Europe will become more efficient through the adoption of innovative technologies. These include the development of better urban logistics networks and ITS, as well as updating urban access restrictions and road charging systems to meet and deal with current demand.

Traditional methods of reducing traffic congestion, such as providing more road space, are seldom applicable for European cities, many of which have compact, densely developed urban centres. Therefore, making European transport more efficient, safe and seamless through ITS is a key priority for the Commission. In 2014, further steps were taken in implementing the [ITS Directive](#), which aims to



Image: www.civitas.eu

Be part of the CIVITAS Community. Join a Thematic Group!

The CIVITAS Thematic Groups capitalise on the knowledge of urban mobility practitioners, professionals and policy makers – but we need you to be an active member and share your expertise and vision!

What is a Thematic Group?

A Thematic Group is an open group of practitioners working in a specific area of sustainable mobility. There are currently ten active Thematic Groups reflecting the CIVITAS thematic categories. Each group is supported by a thematic moderator and has a dedicated section on the CIVITAS website. The Thematic Groups are managed jointly by the CIVITAS CAPITAL and WIKI projects.

What's in it for you?

By joining a CIVITAS Thematic Group you will be connected to other professionals across Europe and will be involved in collaborative exercises such as webinars, trainings, workshops, study tours, annual meetings, peer review exercises and policy notes.

Active members can benefit from these activities by suggesting a topic of their interest, asking for a peer review of their urban mobility solution, getting support for organising an event in their city, or taking part in events from other leading CIVITAS cities.

How to join?

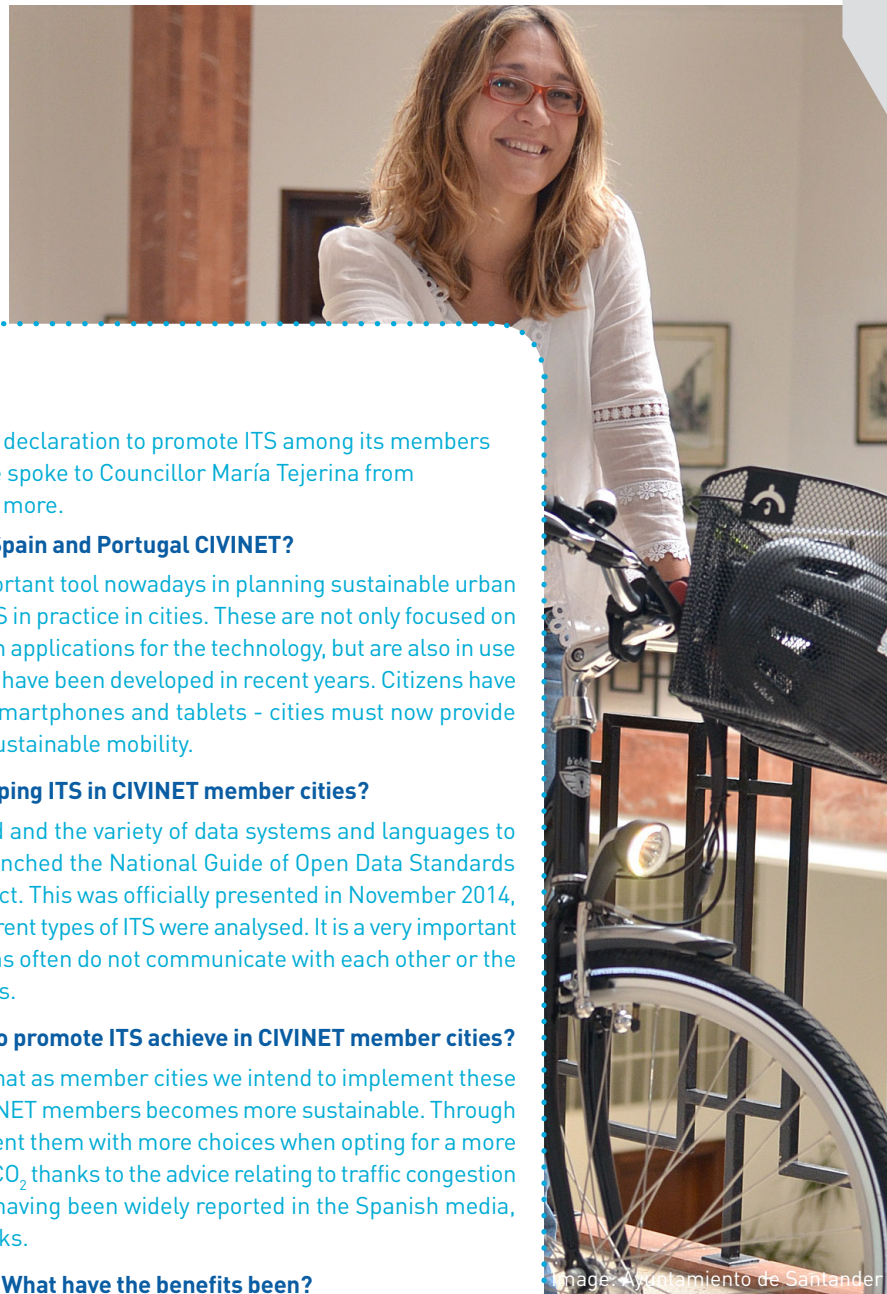
Visit the dedicated space for Thematic Groups on www.civitas.eu or send an email to training@civitas.eu

accelerate deployment of innovative transport technologies across Europe, and to establish interoperable ITS services across Member States.

Additionally, the [Commission adopted new rules](#) at the end of 2014 which will help to provide road users with accurate and up-to-date traffic information related to their journeys. CAPITAL's Advisory Group on ITS is preparing the ground for EU-wide release of real-time traffic data, which will enable the numerous developers of travel applications and journey planners to transmit this information to consumers' smartphones and tablets.

The field of urban logistics faces particular challenges, as the White Paper for Transport has outlined that by 2030 there should be significant

progress made towards zero-emissions urban logistics in Europe's cities. The Commission will also give help on optimising the efficiency of urban logistics in Europe, particularly improving the links between long-distance and inter-urban freight transport, and ensuring efficient delivery of freight on the 'last mile' of journeys.



CIVINET commits to promoting the use of ITS

In May 2014, the CIVINET España y Portugal adopted a declaration to promote ITS among its members during a [CIVINET assembly in Alcobendas \(Spain\)](#). We spoke to Councillor María Tejerina from Santander, the co-president of the network, to find out more.

CAP: Why are ITS important for the members of the Spain and Portugal CIVINET?

MT: Intelligent Transportation Systems are a very important tool nowadays in planning sustainable urban mobility. Currently there are numerous examples of ITS in practice in cities. These are not only focused on traffic control and parking, which are the most common applications for the technology, but are also in use in public transport or cycling, as new ways of using ITS have been developed in recent years. Citizens have the technology available at hand on devices such as smartphones and tablets - cities must now provide information and options to encourage them towards sustainable mobility.

CAP: What are some of the major obstacles to developing ITS in CIVINET member cities?

MT: Two major challenges have been the cost involved and the variety of data systems and languages to choose from. In response to this, the Network has launched the National Guide of Open Data Standards for ITS in partnership with the EU-funded POSSE project. This was officially presented in November 2014, complementing the forum organised in May where different types of ITS were analysed. It is a very important step, as cities sometimes find that the different systems often do not communicate with each other or the use of data is restricted, reducing the potential benefits.

CAP: What will be achieved through the declaration to promote ITS achieve in CIVINET member cities?

MT: The Statement of Alcobendas regarding ITS says that as member cities we intend to implement these systems at the local level, so that urban mobility in CIVINET members becomes more sustainable. Through ITS, cities can reach their people more easily and present them with more choices when opting for a more sustainable mean of transport. They will generate less CO₂ thanks to the advice relating to traffic congestion or parking. The Statement gained national attention, having been widely reported in the Spanish media, and has also been shared with other European networks.

CAP: Are any CIVINET members currently using ITS? What have the benefits been?

MT: Member cities are using ITS to a greater and lesser extent. One of the objectives of the network is to share experiences from more to less experienced cities and explain what the difficulties encountered were and how to avoid them. The most advanced cities have realised that with the help of ITS traffic flows and journey times have improved, citizens are better informed so they can choose from more public transportation options, and public satisfaction is generally high with the results of the inclusion of ITS in public transport and cycling.

Image: Ayuntamiento de Santander



BKK gets Bristol's take on urban freight

BKK (Centre for Budapest Transport) is the Hungarian capital's transport authority. Budapest is currently implementing its SUMP, part of which is a commitment to develop sustainable and low-carbon urban freight consolidation and distribution. With this in mind, BKK applied to the Activity Fund with the aim of organising a study tour with the city of Bristol (United Kingdom) to learn from the British city's experiences.

Two transport engineers working on BKK's Urban Freight Distribution Scheme visited Bristol in a study tour on 9 and 10 October 2014. There they visited Bristol's Freight Consolidation Centre, from which goods are distributed to the city centres of Bristol and the neighbouring city of Bath using electric delivery vehicles, as well as a stop at the city's traffic control centre. A series of presentations on topics such as active travel in local schools and communities and cycling infrastructure in Bristol were also given.

The study tour allowed the two transport engineers from BKK to learn about a modern freight consolidation system and effective logistics solutions. Bristol's experiences and advice will feed into the development of Budapest's own system for freight distribution.

GREENING FREIGHT TRANSPORT A HOT TOPIC FOR THEMATIC GROUP

Making our cities smarter is an idea which applies to the discussions and activities of almost all of the Thematic Groups. Developing the smarter city can be approached from a variety of perspectives, such as using interactive internet applications and open data, to smart delivery and logistics systems.

One of the most vibrant discussions concerned green vehicles for urban freight delivery. European city centres often experience problems with freight delivery vehicles causing severe congestion and pollution. Urban Freight Logistics has to be re-thought, by introducing measures for a more efficient freight distribution on the one hand, and encouraging the use of more environmentally friendly vehicle, suitable for historical city centres and residential areas, on the other. [A webinar on green vehicles for urban freight deliveries](#), organised by the CIVITAS Thematic Group on Urban Freight Logistics presented three case studies and discussed the potential use of cargo bikes for last mile delivery, as well as the role of regulatory measures and incentives for zero-emission city logistics. The Urban Freight Logistics group is managed by CIVITAS WIKI.

Case studies presented during the webinar, included the use of cargo bikes and tricycles for last-mile delivery and trials of electric freight vehicles. The topic of incentivising private operators to invest in green vehicles attracted a good deal of discussion. These could be given in the form of tax exemptions for the possession and use of green vehicles, or through variable pricing or access rights in low-emission zones. These incentives are of course welcomed by private operators but should be embedded in a clear set of transparent rules so that operators can adapt and align their investments.

CAPITAL ADVISORY GROUP DEVELOPS ROADMAP FOR EU-WIDE RELEASE OF TRAFFIC DATA

The Commission considers the optimal use of road, traffic and travel data as one of the core aspects of its ITS policy. With respect to Real-Time Traffic Information (RTTI), the availability of and easy access to relevant data will accelerate the development of traffic information services and improve the quality of the data used for navigation systems and by app developers. These services will help drivers to make

better-informed about their daily journeys and road authorities or operators to enhance traffic efficiency.

The CAPITAL Advisory Group on ITS has been set the task of developing guidance for national and urban authorities to contribute to the goals and facilitate the implementation of the Commission's delegated Regulation on the provision of EU-wide RTTI. To this end, a roadmap will be developed during the lifetime of CIVITAS CAPITAL, which will build on the specifications laid out within the framework of the ITS Directive.

However, there are several barriers that cities face in making road and traffic data available, such as concerns over ownership of or permission to use data, data formats, or if there is an investment to be made in terms of IT infrastructure or staff costs. And, while there is much good practice going on in terms of making data available around Europe, there is a lot of work required to deliver the vision of interoperability and continuity of information services across the EU.

The active involvement of Member States is crucial to achieving this, as much depends on their input. One aspect of this is defining "priority zones" as relevant candidates for the implementation of the EU specifications on RTTI; a task which Member States, when interested in applying EU specifications on RTTI within urban areas, are wholly responsible for under the delegated Regulation. Member States will also be required to set up single national Access Points, which will provide access to all available data necessary for the provision of RTTI services in their country. These already exist in some countries for specific data types, such as traffic data in the Netherlands and Sweden. The structure of the Access Points are left up to individual Member States to decide, and may involve providing a register of the available datasets and their respective sources, regrouping current public and private access points, or setting up a national data marketplace or data warehouse.

The CAPITAL Advisory Group on ITS includes representatives of cities who are actively engaged in making their road and traffic data more widely accessible, such as Copenhagen (Denmark), Madrid (Spain), Rome (Italy) and Vienna (Austria).

Facts and Figures

- The public transport sector employs 2 million people in the EU. Approximately 2 – 2.5 indirect jobs exist for every direct job in the public transport sector.⁹
- Public transport services contribute € 130 – 150 billion annually to the EU economy, or about 1 – 1.2 percent of EU GDP. Conversely, traffic congestion costs 1 percent of EU GDP each year – or €220 per EU citizen.¹⁰
- Around 69 percent of EU transport jobs are in road freight transport, warehousing, and postal and courier services.¹¹
- Between 50 and 75 percent of parts used in public transport are made by subcontractors, meaning hundreds of suppliers are involved in the production of every vehicle.¹²

- 9 http://www.uitp.org/sites/default/files/cck-focus-papers-files/20141121_%20Contribution%20of%20public%20transport%20to%20jobs%20and%20growth-Nov2014L.pdf
- 10 http://ec.europa.eu/transport/_static/pdf/connect-to-compete-people-v2_en.pdf
- 11 <http://ec.europa.eu/transport/facts-fundings/statistics/doc/2014/pocketbook2014.pdf>
- 12 http://www.uitp.org/sites/default/files/cck-focus-papers-files/Public%20transport%20C%20a%20lever%20for%20local%20economic%20development%20and%20wealth%20creation_0.pdf



LOOKING AHEAD TO 2015

While 2014 was a year where many of the different parts of CAPITAL were being established, 2015 will be when the work of all these groups and work packages really gets going.

In 2014, CAPITAL ran two calls for the CIVITAS Activity Fund, funding a total of 25 mobility projects in cities across Europe worth a total of €200,000. All of the project's Advisory Groups were established and had their first meetings, beginning the process of shaping future Commission policy on a range of sustainable mobility topics. A number of CIVINETs were founded or re-launched, bringing the total number of active CIVINETs up to ten networks. The Thematic Groups examined and learned about a range of topics in face-to-face events and trainings, webinars and online discussion platforms.

The Thematic Groups will continue to discuss knowledge and share experiences at face-to-face events and workshops, as well as via webinars and online discussion spaces, feeding this into policy documents and guides. The ten Advisory Groups will complete their meetings and produce outputs such as policy recommendations or good practice guides.

A number of training events are planned from March to September 2015 on a variety of different topics. Online courses are also currently in development which will be available to anyone in the CIVITAS community to gain more knowledge about specific sustainable urban mobility topics. Transport professionals can also engage in placements in host cities, of which 30 are foreseen over the lifetime of CAPITAL. Keep an eye on the [CIVITAS Learning Centre](#) for more information.

The third and fourth Activity Fund calls will take place, the first from late March to late April 2015 and the second in autumn. Meanwhile, most of the projects funded under the second call in late 2014 will plan and carry out their activities in spring and summer. Details about the third call will be available very soon on the www.civitas.eu.

The ten CIVINETs will continue to foster and raise awareness of sustainable urban mobility in their own countries, aiming to attract more member cities and organisations. Exchanging experiences and knowledge of how to facilitate Europe's transition to cleaner, smarter mobility in their own political and legal contexts will remain a high priority for all the networks.

A key topic for many parts of CAPITAL in 2014 has been the development of alternatively-fuelled vehicles, including comparing different kinds of fuels for bus transport, the use of low or zero-emissions vehicles in freight transport, and considerations about how local authorities can stimulate an EU-wide market for alternative fuels and vehicles. This will continue to be a major topic, particularly given the global growth of electric vehicle sales in 2014.

Delivering on shared policy agendas and goals through SUMP principles and exchanging knowledge and ideas will also remain a key focus. Through its administration of the Thematic Groups, training opportunities and CIVINETs, CAPITAL will promote these collaborative and innovative ways of working. Additionally, CAPITAL now has the CIVITAS Exchange Hub, where all the different groups and teams within CAPITAL can work together in one online space.

The mobility dimension of creating smarter cities will also continue to occupy many parts of CAPITAL. The launch of real-time traffic information for use in intelligent transport systems and the proliferating applications and tools for journey planning is among these, as are more efficient logistics and distribution systems. However, CAPITAL will also work on other methods of traffic control, such as access restrictions and demand management, to contribute to the development of concepts of how to make Europe's cities more efficient and sustainable.

With a new Commission taking office last November, the partners in CAPITAL are excited to know what new European policy will seek to further the goals set out in the 2011 White Paper. Commissioner for Transport Violeta Bulc's recent statement on doing more to reduce the number of accidents and deaths on European roads is a very encouraging start.

We are anticipating an exciting year for CAPITAL in 2015, and look forward to sharing the results of our work with you.



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