

CIVITAS CAPITALISED 2015

A REPORT ON THE ACTIVITIES
OF THE CIVITAS CAPITAL PROJECT IN 2015



THE CIVITAS INITIATIVE
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TABLE OF CONTENTS

FOREWORD	3
INTRODUCTION	4
CLEAN AND RESOURCE-AWARE MOBILITY	5
INCLUSIVE TRANSPORT FOR A COHESIVE AND HEALTHY SOCIETY	11
SMART MOBILITY FOR SMART GROWTH AND JOBS	18
LOOKING FORWARD TO 2016	24

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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February 2016



FOREWORD



Image: Comune di Reggio Emilia

The efforts of cities and local governments to develop urban mobility systems that are clean, safe, and inclusive have received a great deal of international support this year. With the approval of the United Nations Sustainable Development Goals in September 2015, including a specific goal for sustainable urban development, a signal has been given to the world's cities that sustainability is for all, not just a few pioneers. And, in a wide-ranging consultation with stakeholders in 2015, the European Commission is using their input to define a European Urban Agenda to be finalised later in 2016 and which will help our cities become inclusive, low-carbon, resilient places to live in the future.

Naturally, transport and mobility are key means by which our goals in these areas will be achieved. More vehicles, public and private, using alternative fuels and a greater modal share for walking and cycling will reduce carbon emissions from transport, improving both our environment and public health. Technological advances can help us to plan and manage traffic, meaning less time and resources wasted on traffic congestion. More

inclusive ways of engaging the whole community on plans that affect them strengthen pride in transport improvements and increase their success.

Reggio Emilia became a CIVITAS city in 2010, convinced by the Initiative's aims of making urban mobility in European cities cleaner, smarter, and more democratic. We also became the National Network Manager for CIVINET Italia, the national network for CIVITAS cities in Italy. We are proud to spread the CIVITAS message and method among our peers and push for more recognition for sustainable mobility in Italy – whether at the local, regional, or national level. Investing in urban mobility for Reggio Emilia has always meant not only investing in individual mobility measures for cycling, electric mobility or public transport. It has also meant investing for a city that lives, moves, and develops in a more cohesive, inclusive and vital way, and that residents are enabled to build physical and social relationships and fully exploit all the opportunities through better transport.

Furthermore, we were delighted to win the title of CIVITAS City of the Year at the last CIVITAS Forum Conference in Ljubljana (Slovenia) in October 2015. This achievement gives us increased motivation to continue on our sustainable mobility journey and build on the firm foundations we've developed. This includes serving the growing numbers of cyclists and drivers of electric cars in Reggio Emilia, as well as making public transport more attractive for everyday use.

Activities such as those described in this report will help us and other cities build on these foundations and support the transition to sustainable mobility across Europe.

Luca Vecchi

Mayor
City of Reggio Emilia – CIVITAS City of the Year 2015

INTRODUCTION

Since CIVITAS began in 2002, the initiative has grown to become Europe's standard bearer for sustainable urban mobility, with its aim to transform transport and mobility in European cities and make them cleaner, safer, and more sustainable. During its four phases, CIVITAS has worked with politicians, practitioners and residents in cities across Europe to come together and push for better 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. CAPITAL works closely with the other current CIVITAS support action, CIVITAS WIKI.

CAPITAL operates the [CIVITAS Thematic Groups](#) in partnership with WIKI. Thematic Groups give transport policy-makers and practitioners from across Europe the opportunity to discuss and learn with their peers, and are organised in accordance with the ten CIVITAS themes. They are a major part of the knowledge-sharing community of CIVITAS which will allow good practice in mobility and innovative ideas to be taken up more widely across Europe. The [CIVITAS Insights](#), accessible guides on a wide variety of transport topics, began publication in late 2015 and will continue to be published until the end of CAPITAL.

The Advisory Groups are teams of experts who discuss the latest developments in priority topics set by the European Commission and CAPITAL partners. Almost all of the groups have concluded their meetings and are preparing their final reports and policy recommendations. These recommendations will be submitted to the European Commission for their consideration in future regulations and legislation.

In 2015 CAPITAL launched the [CIVITAS Learning Centre](#), and began to release interactive, introductory e-courses on a range of topics. Participants in these courses receive certificates as recognition of their new knowledge. Additionally, the Learning Centre organises in-person trainings at events as well as placements for staff between different cities, strengthening mutual learning on transport across Europe. CAPITAL is also



Image: www.eltis.org

administering the CIVITAS Activity Fund, to which cities and organisations applied for co-funding for small and medium-sized mobility projects. The final call closed in late 2015, with the final round of funded projects kicking off in spring 2016.

The five new [CIVINETs](#) founded under CAPITAL now match their more mature fellows in terms of activities and visibility for CIVITAS on national and regional levels. One network in particular, the CIVINET Slovenia-Croatia, is now the largest with 73 members. From the [2014 CIVINET Annual Report](#), it is clear that all the CIVINETs are busy translating CIVITAS messages and methods in their own countries.

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. Each policy context will also refer to the new [CIVITAS research projects](#) that began this year, each of which will produce new knowledge on different aspects of sustainable urban mobility. These projects represent a new complement to the traditional CIVITAS demonstration projects and support actions.

Once a theme has been put into context, articles will report on the activities of relevant Thematic and Advisory Groups, the CIVINETs will share information on recent activities, and projects receiving CIVITAS co-funding will be spotlighted. Relevant facts and figures are 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 in more detail. This edition of CIVITAS CAPITALised covers activities up to October 2015, when production of the publication began. The third and final edition of CIVITAS CAPITALised will report on the remaining ten months of CIVITAS CAPITAL, and will be published in summer 2016.

CLEAN AND RESOURCE-AWARE MOBILITY

INTRODUCTION

It is now clear that a transport system that relies primarily on private cars using fossil fuels is an inefficient and expensive way of moving people and goods, as well as damaging for the environment. Many cities are working intensively on increasing the use of alternative transport modes such as public transport, cycling, and walking, and reducing reliance on the private car. Increasing the proportion of motorised vehicles using alternative fuels such as biofuels and electricity will also play an important part in reducing emissions from transport. Additionally, we should also consider other resources, such as the amount of money and space required by our current ways of getting around, and find more rational ways of using them.

We will explore this theme through a detailed thematic analysis and discussion of the surrounding policy context, with articles developed with relevant CIVITAS Thematic Groups and the Advisory Group on Access Regulations. We're putting the spotlight on two projects funded through the CIVITAS Activity Fund: a feasibility study proving the case for bike-sharing in Szentendre (Hungary) and a study aiming to prepare Porto's (Portugal) pedestrian routes for more foot traffic. Two CIVINETs have also shared details of their activities from the past year – CIVINET Italia tells us about a number of events on cycling organised by their members, and the Magyar CIVINET explains why member cities are interested in the potential of clean fuels. We have also collected together relevant facts and figures on the topic.

THEMATIC ANALYSIS

Many Europeans are still reliant on private cars for transport every day. Among the numerous adverse impacts of this are the emissions of carbon dioxide and other pollutants produced from private cars using fossil fuels, which represent the vast majority of all vehicles travelling on our roads. A greater shift to alternative fuel technologies – such as electricity, biofuels, or hydrogen – will encourage public and private actors to opt for vehicles that produce little or no on-street emissions. This would dramatically reduce transport's impact on the environment.

Fewer emissions produced are only part of the solution, however. An important aspect to consider is if that alternative fuels and electricity are produced unsustainably, the gains made by the vehicles themselves are negated. Until means of producing fuels and electricity are also made carbon-neutral, the role of encouraging more travel by public transport, cycling, or walking will remain crucial to making mobility in Europe more sustainable.

Beyond considerations of environmental impacts, cleaner vehicles will not reduce the problems of traffic congestion and parking provision. These issues are particularly important for European cities, many of which have city centres that were built before the advent of private cars and often struggle to cope with their influx. As such, we should consider street space as an important and limited resource for cities, and how different management approaches can have an impact on their sustainability.



CAPITAL manages Thematic Groups on topics relevant to the theme, such as Clean Fuels and Vehicles, Car-Independent Lifestyles, and Mobility Management. Additionally, the work of the Advisory Group for Demand Management Strategies takes the management of urban street space as its focus, considering the benefits that measures such as congestion charging or low-emission zones can have. Numerous CIVINETs have also been working on this topic in 2015, such as CIVINET Italia on encouraging cycling in Italian cities and Magyar CIVINET showcasing vehicles using alternative fuels in Hungary. Finally, many projects funded by CAPITAL's Activity Fund have focused on increasing local walking and cycling in cities and towns across Europe.

POLICY CONTEXT

Transport is a major contributor to the EU's total emissions of CO₂, and road transport is by far the biggest culprit. Reducing emissions from road transport is therefore among the European Commission's top priorities, as their effects pose a grave threat to the environment and to public health. This is particularly the case in cities, where emissions from transport and their impacts are most concentrated.

A central goal of the Commission's 2011 White Paper on Transport is to have no cars fuelled by conventional means in Europe's cities by 2050. This will be accomplished in part by the deployment of an alternative fuel infrastructure across Europe, as envisaged in the [Urban Mobility Package \(UMP\)](#) and the [Clean Power for Transport package](#). Paired with these, the [Clean Vehicles Directive](#) aims to see wide-scale deployment of environmentally-friendly and energy-efficient vehicles in the European market. The UMP also calls for smarter application of urban access regulations and road charging, with the European Commission tasked with preparing appropriate guidance on the topic.

Building on this legislative framework, the European Parliament gave approval in March 2015 to new EU rules for more environmentally-friendly freight vehicles proposed by the Commission. This includes developing more aerodynamic designs as well as changing rules for additional weight and making use of heavier batteries possible for alternative fuel sources, such as hybrid or electric engines.

Individual member states have also been doing their part to support the transition to low and

zero-emissions transport. The German government has [funded research](#) to reduce the cost of producing electric vehicles and increase their market share, while the Portuguese government is [starting to convert its entire car fleet to EVs](#). Additionally, regional and local governments across Europe have been making great strides to increase the numbers of charging stations available and adopt low-emission public transport.

Two new EU-funded research projects on this topic kicked off in 2015, and lie within the framework of the CIVITAS Initiative: [ELIPTIC](#) and [EMPOWER](#). Both projects emphasise a transition away from private cars and towards more sustainable modes. ELIPTIC will work with cities, manufacturers and researchers to promote the electrification of Europe's public transport, with a particular emphasis on buses. EMPOWER will create new tools to encourage car users to switch to more sustainable modes or vehicles, as well as find ways to reduce transport demand through remote access to services.

CIVITAS THEMATIC GROUPS EXPLORE CLEAN MOBILITY AND ALTERNATIVES TO CARS

European cities and regions have an important role to play in the deployment of alternative fuels technologies by including them as key measures within their sustainable urban mobility strategies, plans and activities. Obligations are also being placed on them, such as the Renewable Energy Directive's 2020 target for a ten percent share of biofuels in transportation.

Local and regional authorities are essential for the development of the necessary recharging infrastructure to support increasing numbers of electric vehicles. Many local and regional authorities aim to lead by example by including electric vehicles in public fleets. Simultaneously, the energy and vehicle industries have developed innovative products and services, and new models and partnerships are being set up to deploy the latest technologies.

Nevertheless, further dialogue and exchange is needed to promote electric mobility in urban areas. The [Thematic Group for Clean Fuels and Vehicles](#) has been discussing questions that remain open such as appropriate incentives, policies, and business models. Of particular mention are the [CIVITAS@Work session](#) during the CEMOBIL Final Congress in Klagenfurt (Austria) and the [Day of Electromobility](#) in France in November that was organised with support of CIVITAS CAPITAL.

At the [International Seminar on Cycling Policies](#) organised by CIVITAS demonstration project [2MOVE2](#) in Malaga (Spain), the [Thematic Group on Car-independent Lifestyles](#) presented some of the most inspiring cycling measures in the first ten years of CIVITAS. These included measures such as bike sharing, campaigns and awareness raising, safe routes, cycle-friendly infrastructure and intermodal solutions such as bike and bus.

The [Thematic Group on Mobility Management](#) grew substantially in 2015. It now has 84 members, 35 of whom represent cities or regional authorities and 49 are researchers and consultants. In 2015, the group studied aspects of behaviour change in several webinars, during which Utrecht (The Netherlands) shared its experiences with [segmentation in campaigning](#) during the [SEGMENT project](#) and Thomas Stokell explained the [behaviour change theories](#) that underpin the international Love to Ride campaign. At the 2015 CIVITAS Forum Conference, trainer and group member Bart Desmedt was invited for a 90-minute [training session on company mobility management](#).

Car sharing is an interesting and complementary measure, which could help cities reduce emissions and traffic congestion. CIVITAS CAPITAL focussed on this topic in the [CIVITAS Insight 05 - Car sharing: New forms of vehicle use and ownership](#), examining the different configurations that car-sharing schemes can take and the future outlook for this kind of measure.

ADVISORY GROUP TACKLES HOW BEST TO MANAGE URBAN ROAD SPACE

One resource that doesn't immediately come to mind when considering the pressures that transport and mobility cause is urban space. Although how we use our environmental and financial resources in terms of mobility is of utmost importance, urban space is among our most precious commodities – particularly in historical European cities with dense, narrow road networks. Methods of controlling how different modes of transport use urban space are termed access regulations, and include measures such as congestion charging, low-emission zones, loading zones for freight deliveries, and parking management. These different measures can improve many mobility problems, such as traffic

congestion, emissions from transport, and the availability of parking.

CAPITAL's Advisory Group on Access Regulations was tasked with providing recommendations to the European Commission on a number of aspects, such as whether there was a need for better evaluation for access regulations schemes and find ways to accelerate or improve their implementation. The group's experts were also asked to identify key access regulations experts in each EU Member State.

The group voted to focus on three major areas related to access regulations. These areas require clear guidelines and information so that European cities can begin to implement them: implementation and enforcement, legislative challenges, and increasing awareness and understanding of measures among the public.

As proper enforcement of any access regulation is key to its success and impact, there is a need for information on examples of best practice and data. Integration with Intelligent Transport Systems, as well as making links to national legislation, would also improve enforcement generally.

Due to the haphazard way in which access regulations are currently implemented across Europe and even within individual countries, standardised guidance on design, planning, implementation and enforcement is needed. This can include everything from the signage that a particular kind of access regulation uses, rules on how to use revenues from schemes, transparency, and impacts that relate to freedom of movement within the EU.

Finally, the implementation of a new kind of access regulation is often seen as a burden on drivers – the rules that define how they work are seen as difficult to understand, and the goals that access regulations aim to achieve are sometimes not communicated well. Therefore, more information should be made available on reducing issues of public resistance, to ensure that drivers understand why an access regulation exists and can easily comply with its rules.

The group has already completed all its meetings and finalised its recommendations which have been submitted to the European Commission. Their recommendations will feed into the development of non-binding European Commission guidelines for Member States on access regulations.

Magyar CIVINET focuses on development of clean vehicles in Hungary

Magyar CIVINET organised a workshop on Clean Fuels and Vehicles and Collective Passenger Transport on 18 and 19 June 2015 in Zalaegerszeg (Hungary), to share experiences among members on these topics. We spoke to Mr Tibor Nagy, Zalaegerszeg's Head of Department for Strategy and Tenders, about what participants learned.

Q: What is the current state of clean fuels and vehicles in public transport in Hungarian cities?

A: People still prefer travelling in their own vehicles in urban areas in Hungary. This naturally has adverse impacts, such as traffic jams and air pollution. Cities aim to make alternatives to car use more attractive and to favour environmentally-friendly transport modes. Besides supporting walking and cycling, the promotion of clean fuels and vehicles is also needed to contribute to these goals. Some fortunate Hungarian cities (such as Kecskemét and Kaposvár) have already accessed funding and replaced their obsolete bus fleets with new, environmentally-friendly hybrid electric or CNG-powered vehicles. Others, such as Zalaegerszeg, have used their own resources to implement a fleet powered by biogas produced from wastewater. Our experience has been positive; using biogas, operating costs for buses fell, while the vehicles emit 22 tonnes fewer of CO₂ annually than traditional models.

Q: What was presented at the CIVINET workshop, and what lessons and information did attendees take from it?

A: Magyar CIVINET members became familiar with the procurement and operation experiences of hybrid buses in Kecskemét, CNG buses in Budapest and Kaposvár, and battery-powered trolleybuses in Szeged. They received information about a planned electric car-sharing system in Budapest, research results on alternative fuels, as well as an electric bike-sharing system developed in Hungary, which could even be tested by participants of the workshop. In addition, participants had the opportunity to travel on biogas and hybrid buses from Zalaegerszeg and Kecskemét, and to visit the wastewater treatment and biogas production plant where the fuel for Zalaegerszeg's buses is produced and where they are refuelled.

Q: What are the barriers to increasing low-carbon public transport in Hungary, and how can they be overcome?

A: Most Hungarian cities include the procurement of environmentally friendly vehicles in their strategies, but financial resources for this are unfortunately limited. Hungary's development policy sets the preparation of a Sustainable Urban Mobility Plan (SUMP) as a prerequisite for funding further transport development projects. Zalaegerszeg takes the lead in this field, as it is the first Hungarian city to prepare a SUMP.

In Hungary, local transport in cities is – with a few exceptions – operated by six state-owned regional bus companies, which means the cities can be involved in the renewal of local public transport as an ordering body only. However there is a group of companies in Hungary developing and producing hybrid and electric buses, and the national government has adopted a plan concerning the future of electric transport. I am convinced that the future is for hybrid, electric or gas-powered buses, as all of these solutions contribute to the reduction of greenhouse gases.

CIVINET ITALIA WORKS TOWARDS A BIKE-FRIENDLY ITALY

All CIVINET Italia members have been doing their part to encourage residents towards more sustainable forms of mobility, including cycling. Three events and initiatives truly stood out this year: a three-day event promoting cycling in the greater Vesuvian area, the Bike2Work campaign in Milan and the European Cycling Challenge in Bologna.

'Comparative experiences to encourage cycling in the Vesuvian area' took place on 24 – 26 October 2015. The event was organised by CIVINET member San Giuseppe Vesuviano and eight local authorities participated. The first day focused on practical activities to encourage cycling in these districts. The second day consisted of a cycling tour of the area with local teams from various cycling associations. The third day focused on capacity building, with a workshop aimed at those in the planning sector. Not only did this fun event bring together local communities, it also gave them a better understanding of cycling as a healthy and environmentally sustainable activity.

Another recent initiative, launched during European Mobility Week, was the Bike2Work campaign in Milan. Promoted by Federation of Italian Friends of the Bicycle, an Italian cycling association and CIVINET member, the initiative focused on motivating people to use their bicycles, both to get to work and travel around the city. Participants registered at the [website](#) which they activated every time they rode their bicycles. The emphasis was placed on participation, as opposed to distance or time, with only ten minutes cycling required. The cyclists were encouraged to spread the word among their colleagues and friends, with prizes given out to those who convinced the most people to take part.

The third initiative was the European Cycling Challenge, a behaviour change initiative launched by CIVITAS MIMOSA. The local transport authority in Bologna, along with the municipality, has organised the challenge for the past five years, which is aimed at getting more people to use their bicycles as a form of transportation. Both the municipality and the transport authority are CIVINET members. An app

traces the movements of citizens using GPS data and then uses that information in urban planning. Rankings of participating cities (as well as individual participants) can be seen on the initiative's [website](#). It is now possible to sign up for the 2016 challenge, or to create bike-to-work and bike-to-school teams with companies, schools, associations, and other entities.

MAKING THE CASE FOR BIKE SHARING IN SZENTENDRE (HUNGARY)

Szentendre is a suburban city to the north of the Hungarian capital Budapest, popular with commuters and tourists. These characteristics, as well as good public transport connections, make it a good candidate for the development of bike sharing. This would help to reduce local reliance on private cars, as well as associated environmental impacts.

The Regional Environmental Centre for Central and Eastern Europe (REC), which is headquartered in Szentendre, secured funding from the CIVITAS Activity Fund with the idea of conducting a feasibility study and developing a business plan for bike sharing in the city. They partnered with the municipality itself and the Budapest Transport Centre, which runs Budapest's bike-sharing system Bubi.

The feasibility study was undertaken with a thorough stakeholder and public engagement process, including a community forum, outreach on social media, surveys, and focus group discussions. The majority of Szentendre locals were very positive about bike sharing; 67 percent could see themselves using a bike-sharing system, and 76 percent fully or strongly supported the concept of bike sharing in the city.

REC's study is a strong basis upon which Szentendre can build private interest, look into different technological solutions, and bid for public subsidies to get a local bike sharing off the ground. The measure also increased the municipality's interest in cycling development, as city officials have since participated in a workshop on SUMP and assessed existing cycling infrastructure.

SMARTER PEDESTRIAN ROUTES IN PORTO (PORTUGAL)

Porto is Portugal's second-largest city, and has a modal split that currently favours private cars. Around 43 percent of trips are taken by car, compared to 32 percent on foot. To increase the numbers of people walking in the city centre, Porto wanted to understand how to make additions to their pedestrian network to make it more attractive to pedestrians. At the time of the project, Porto only had two dedicated pedestrian paths.

The Centre for Territory, Environment and Construction at the University of Minho successfully applied to the Activity Fund to conduct a study on current pedestrian movements in Porto. This information will be used to design a better pedestrian network in the city centre. The new network must also take modern mobility needs into account, ensuring that pedestrians can still access different forms of transport.

The project concentrated on an area of central Porto accounting for 12 percent of the city's territory. The area is very diverse, containing parks, open spaces, sloping streets, and the shore of the river Douro. In the course of the study, a questionnaire was circulated to stakeholders and travelers within the area, to measure local demand for pedestrian space. Detailed maps of central Porto were also prepared, indicating areas where better pedestrian connections are needed, and distances and walking times between different points across the city.

The study's recommendations for a Smart Pedestrian Network have been submitted to Porto's city government. The hope is that the findings will form the basis for an increase in the quality and quantity of pedestrian infrastructure in Porto.

Facts and Figures

- On average 5.11 percent of energy consumption in Europe's transport sector came from renewable sources in 2011, up from 1.36 percent in 2005.¹
- Total greenhouse gas emissions from transport in the EU have fallen from a high of 989 million tonnes in 2007, to 893 million tonnes in 2012.²
- For every kilometre travelled, public transport emits 3.5 times fewer greenhouse gas emissions per passenger than private cars.³
- New cars sold in the EU in 2014 emitted 123g of CO₂ per kilometre on average, significantly below the 2015 target of 130g.⁴
- Over 30 percent of car journeys in Europe cover a distance of less than three kilometres; 50 percent of journeys are less than five kilometres in length. Such journeys could be made on foot or by bicycle.⁵

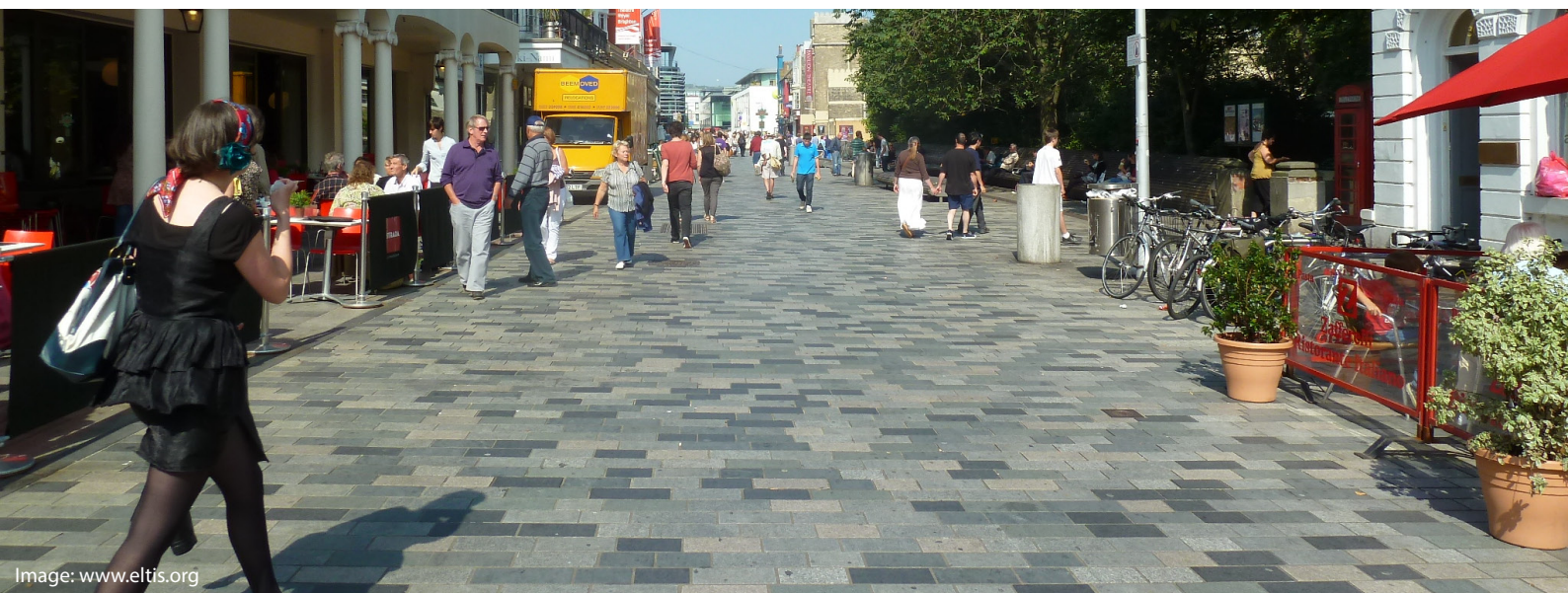
1 www.eea.europa.eu/data-and-maps/daviz/share-of-renewable-energy-consumption-1#tab-chart_1

2 <http://ec.europa.eu/transport/facts-fundings/statistics/doc/2015/pocketbook2015.pdf>

3 www.uitp.org/sites/default/files/cck-focus-papers-files/UITP_EN_Driving%20Europe%20Forward%20in%202014-2019.pdf

4 www.eea.europa.eu/publications/monitoring-emissions-cars-and-vans/at_download/file

5 www.euro.who.int/en/health-topics/environment-and-health/Transport-and-health/data-and-statistics/physical-activity2



INCLUSIVE MOBILITY FOR A COHESIVE AND HEALTHY SOCIETY

INTRODUCTION

The ability to get around easily is an important aspect of urban life, making it possible to take advantage of all the benefits that cities offer in terms of employment, services, and recreation. It is important therefore that access to transport is available to all residents of a city, regardless of their age, location, or economic situation. Increasing road safety and more active modes such as walking and cycling will also foster good health and encourage residents to spend more time in public spaces. Finally, comprehensive consultation with local communities and stakeholders will increase public support for new transport measures and build a sense of ownership in their development and implementation.

We will explore this theme through a detailed thematic analysis and the surrounding policy context, with articles developed with relevant CIVITAS Thematic Groups and the Advisory Group on Small and Medium-Sized Cities. We're putting the spotlight on two projects funded through the CIVITAS Activity Fund: Nantes (France) learned about effectively involving stakeholders from Bremen (Germany), while Transportes de Lisboa (Portugal) ran an

award-winning campaign to encourage young adults to use public transport. Furthermore, we'll delve into how the CIVINET meeting at the European Parliament brought the mobility messages of European local politicians to Brussels, and CIVINET Slovenia and Croatia reports on a joint study tour to the Swiss cities of Luzern and Zürich. Relevant facts and figures on the topic are also included.

THEMATIC ANALYSIS

Despite improvements in terms of road safety in European cities, injuries and deaths are not uncommon occurrences. In particular, safety for cyclists and pedestrians has not improved to the same degree as drivers and their passengers. As cities continue to emphasise a greater shift to walking and cycling, safety measures to protect travelers choosing these modes must be implemented simultaneously. This can include reducing speeds, building safer infrastructure, or developing information campaigns to make drivers more aware of the presence of increased numbers of cyclists and pedestrians and how to behave safely around them.



Although good progress on sustainable urban mobility is being made in Europe's capitals and in large cities, these improvements do not reach the many small and medium-sized cities and towns. A lack of resources, such as available budget and technical expertise, means that even small municipalities with ambitions to transform local transport and their modal share need extra support to close the gap between themselves and more advanced cities. An important tool for smaller cities to justify spending on sustainable mobility measures may be the development of a Sustainable Urban Mobility Plan (SUMP). Such plans can serve multiple objectives in areas like environmental protection, health, and economic development as well as transport.

We must also recognise that mobility needs to be more inclusive to all city residents and visitors. This not only includes people who experience long-term or permanent physical barriers to movement in cities, such as the elderly or disabled, but also those who are dissuaded from taking public transport or cycling due to socio-economic exclusion. Differences in how men and women experience travel in European cities must also be considered and addressed to reduce disparities.

Ensuring that relevant stakeholders, people affected by transport changes and members of the public are fully consulted is key to the success of different measures. Effective consultation will result in improvements that take the needs and desires of users into account, and balance these appropriately during the planning and implementation phases. It will also reduce public resistance and contribute to a measure's success. Additionally, consultation should not only be attached to the development of new measures, but also be undertaken continuously to ensure that measures are having their desired impact and to identify areas for improvement.

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 Group on Small and Medium-Sized Cities. This year, the CIVINETs Slovenia – Croatia and Czech and Slovak Republics organised a study tour of the intermodal transport systems of two Swiss cities and a meeting of all the CIVINETs at the European parliament brought their activities to the attention of MEPs. Lastly, projects funded by the Activity Fund looked at improving stakeholder participation and increasing awareness of the services offered by transport providers.

POLICY CONTEXT

We are seeing continuous reductions in the numbers of people killed or injured on Europe's roads. European Commission statistics show that there was an 18.2 percent decrease in fatalities in road accidents between 2010 and 2014. Although this is promising progress, it still falls short of the EU target to halve the number of road deaths from 2010 to 2020. Additionally, reductions in the numbers of people seriously injured in road accidents over the same period show much slower progress.

The Commission emphasises the development of SUMPs as tools to make improvements in a range of policy areas, including road safety. Fundamentally, SUMPs contribute to balanced development and effective integration of different modes of transport, and prioritise the involvement and consultation of numerous stakeholders and interest groups in their creation. If this is done, a SUMP provides a basis for improvements for transport users of all different backgrounds.

The EU also has a number of relevant regulations in terms of health, in particular regarding the benefits that active modes such as walking and cycling. This includes the EU public health policy which also promotes participation in the European Week of Sport. The European Commission also assists Member States in the implementation on a recommendation from the European Council on the [promotion of physical activity](#) across many sectors. The EU also has specific legislation dealing with improving access for disabled people to transport as well as many other products and services, for example through the [European Accessibility Act](#).

On the level of individual member states, Latvia has [brought in new regulations](#) to protect vulnerable road users such as pedestrians and cyclists, aiming to reduce the country's poor record on road safety and encourage more sustainable modes. Lithuania's ministry for transport is [encouraging the country's smaller cities to develop SUMPs](#), showing how they can serve multiple objectives related to economic development and health, as well as transport and the environment.

Relating to this theme, two new EU-funded research projects began in 2015 within the framework of the CIVITAS Initiative: [CIPTEC](#) and [TRACE](#). The projects take different approaches to making transport more inclusive – CIPTEC aims to reduce traffic congestion through crowd-sourcing and co-producing ways for public transport to increase its market share, and thereby to shift more

journeys away from private cars and free up road space. Meanwhile, TRACE is looking specifically at improving journeys to work, school, or for recreation by cycling or walking.

ACCESS AND SAFETY KEY TOPICS FOR CIVITAS THEMATIC GROUPS

An ongoing challenge for European local authorities is to guarantee access to mobility for all. The European Commission is committed to removing barriers to make transport more inclusive. The [European Disability Strategy \(2010\)](#) sets out the Commission's actions in eight key areas over the next decade: accessibility, participation, equality, employment, education and training, social protection, health, and external action. The overall aim is to empower people with disabilities so that they can enjoy their rights and participate fully in society. It also identifies the support needed for funding, research, awareness-raising, statistics, and data collection.

In making urban environments easier to navigate for disabled travellers, a lot of emphasis is being put on universal design, enabling target groups with special needs to take part in everyday life. To increase understanding of this multi-faceted topic, CAPITAL

has released [CIVITAS Insight 02 - Accessible mobility: enabling independent living for all](#). The publication gives an overview of current and past initiatives on this topic, the policy background and explains how cities should take up the principles of universal design, and the justifications for doing so.

On a related topic, an interesting CIVINET@Work session was organised during the Walk21 conference in Vienna (Austria) from 20 – 23 October 2015. The session challenged the participants to consider and discuss the question: are pedestrians and cyclists allies or enemies in shared space? The participants concluded that shared space leads to more space for cyclists as well as for pedestrians, as long as the design is universal and allows both groups to use it properly.

Improving safety and security for all road users is one of the top priorities of EU Commissioner for Transport Violeta Bulc. The [first Insight released by CAPITAL](#) concerns safer road infrastructure for pedestrians and cyclists. The publication discusses new challenges posed by the growing popularity of electric bikes and the faster s-pedelects. Although there is much to consider from the perspective of safety if s-pedelects become a common sight on Europe's roads, they clearly offer a noteworthy alternative to cars and could enhance the transport independence of people who are physically challenged.



BARRIERS TO SUSTAINABLE MOBILITY IN SMALL CITIES ADDRESSED BY ADVISORY GROUP

In terms of making progress on urban mobility, large European cities are at an advantage compared to their small and medium-sized fellows. Larger cities tend to have more resources, can command more national and international attention, and often already have the required technical expertise among their employees. Apart from some notable exceptions, small and medium-sized cities do not generally have these advantages.

Experts in CAPITAL's Advisory Group on Small and Medium-Sized cities were asked to prioritise the most important challenges for sustainable mobility solutions in small and medium-sized cities and consider how these barriers can be overcome and turned into opportunities. The outcome of their discussions will be recommendations on how the European Commission and Member States can support more cities to advance their mobility ambitions. The group's membership includes representatives from small European cities like Hasselt (Belgium) and Koprivnica (Croatia), as well as transport consultants working with cities in new EU countries like Romania and the Baltic States. At the time of the meetings, Hasselt was the chair of Eurotowns, the network of small and medium-sized cities.

Defining the parameters for and features of a small or medium-sized city was challenging, as these characteristics can vary widely among EU cities. One particular problem that smaller cities face is maintaining and increasing their population. Sustainable transport and mobility, with their potential to make it easier to access employment, services and recreation, could make a difference in this regard. Efficient transport systems are also attractive to companies seeking to locate their businesses.

Another important aspect mentioned by the city representatives in the group is that in smaller cities don't always have a dedicated budget (in terms of resources or staff time) for transport and mobility. Often there is budget for areas such as health or economic development. The group agreed that if small and medium-sized cities recognise the impact that high car-use has on the health of their inhabitants, and that alternatives can improve poor health from transport emissions or lack of physical activity, it will be an attracting factor for them. In this way, city officials have leverage in deciding to secure part of a budget for solutions for sustainable urban transport.

Finally, the gaps in research on the transport needs of small and medium-sized cities were raised as an issue. Related to this is the lack of a variety of good examples that smaller cities can take inspiration from – experts noted that sometimes the contexts of best practice examples differ too much from those of smaller cities.

The group met four times over a period of 14 months. After having set a common definition for small and medium-sized cities and prioritised the different opportunities, challenges and barriers, a list of recommendations was developed. The recommendations will be fine-tuned by the group's coordinator and subsequently submitted to the European Commission.

CIVINETs BRING MOBILITY ACHIEVEMENTS AND IDEAS TO ATTENTION OF MEPS

On 13 April 2015, 30 politicians, officials and experts from the CIVINETs were welcomed at the European Parliament for a Sustainable Urban Mobility Evening hosted by Member of the European Parliament (MEP) Keith Taylor with the participation of members of the Transport and Tourism Committee and other MEPs. The event was chaired by David Blackledge of CAPITAL partner Transport and Travel Research.

The work of the CIVINETs was presented by Marie Launay of Euro Project Consult, another CAPITAL partner. She pointed out that the number of cities involved in the ten existing networks had reached more than 300, with 20 countries represented. Within CAPITAL, the networks have succeeded in becoming a point of reference for discussing mobility issues, and sharing innovative solutions and financing opportunities among a wider community than the direct participants in CIVITAS projects.

The CIVINETs' contribution to encouraging broad take-up of good practice coming from CIVITAS was praised by two members of the CIVITAS Political Advisory Committee, Councillor Helena Hecimovic from Koprivnica (Croatia) and Councillor Ian Davey from Brighton & Hove (United Kingdom), who also emphasised their positive experiences as CIVITAS demonstration cities. For Koprivnica, their participation in the [CIVITAS DYN@MO project](#) and in the CIVINET Slovenia and Croatia network had considerably increased the city's knowledge in the field of urban mobility and allowed them to implement innovative solutions. The success story is similar for Brighton & Hove. After being part of

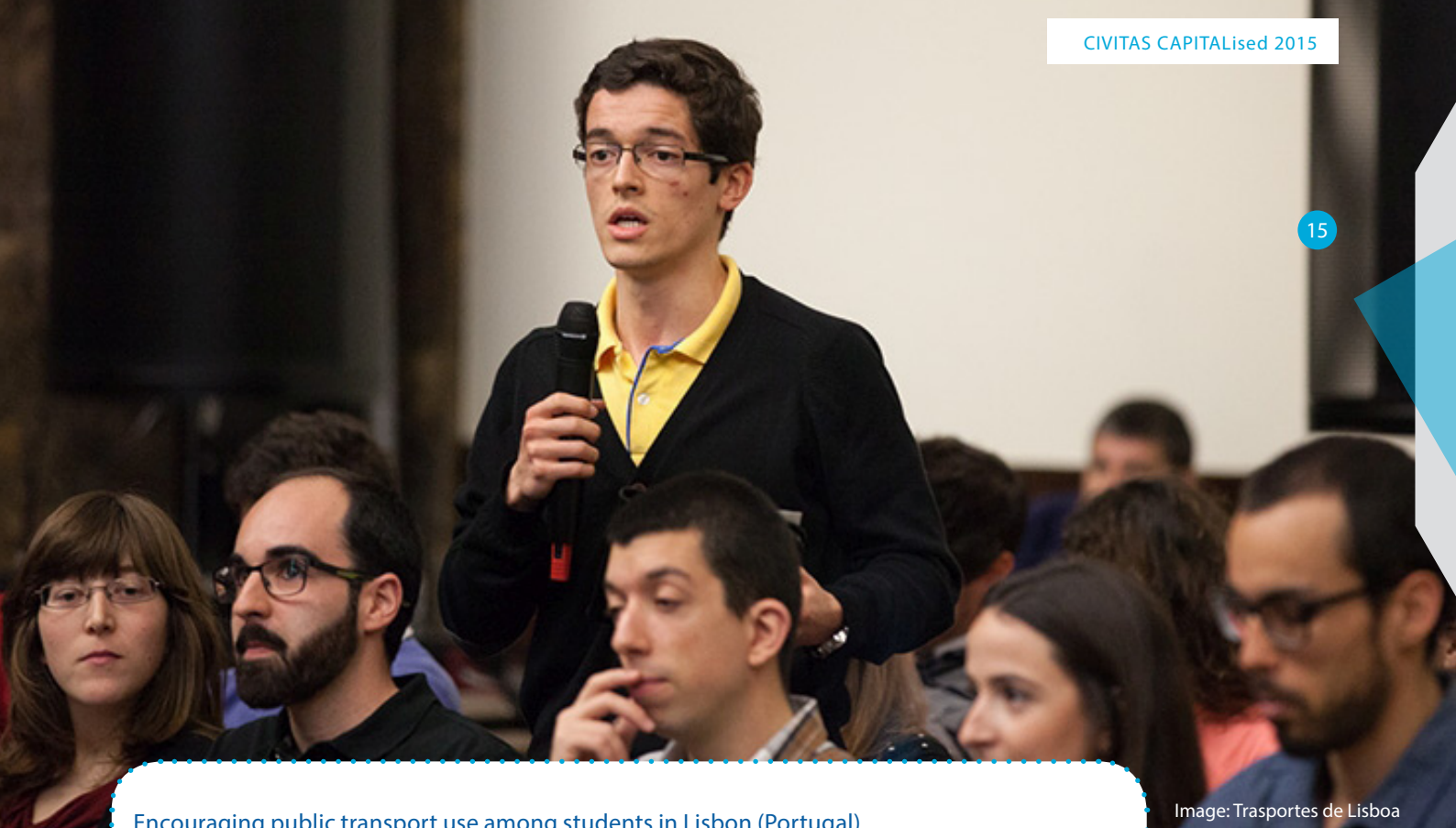


Image: Traspotes de Lisboa

Encouraging public transport use among students in Lisbon (Portugal)

Seeking to reverse the decline in numbers of passengers on the Portuguese capital's public transport services, public transport operator Traspotes de Lisboa successfully applied to the Activity Fund to find out from younger people how public transport could serve their needs more effectively. In collaboration with other organisations including Metropolitano de Lisboa, the city's metro company, they designed a full campaign of actions to engage young Lisboners on the topic.

The campaign, entitled 'Let Us Move You', included two interactive workshops organised on the campuses of Lisbon universities close to metro stations on 25 and 31 May 2015. Among the many issues discussed among the participants were public transport and its impact on health, and cycling as a sustainable alternative to car use. The workshops were accompanied by a survey seeking suggestions for future improvements to the city's public transport. The survey attracted around 260 responses. Finally, a competition was also held to gather ideas for an innovative new public transportation project. A concept to integrate shared cycling with the public transport network won the € 1000 prize.

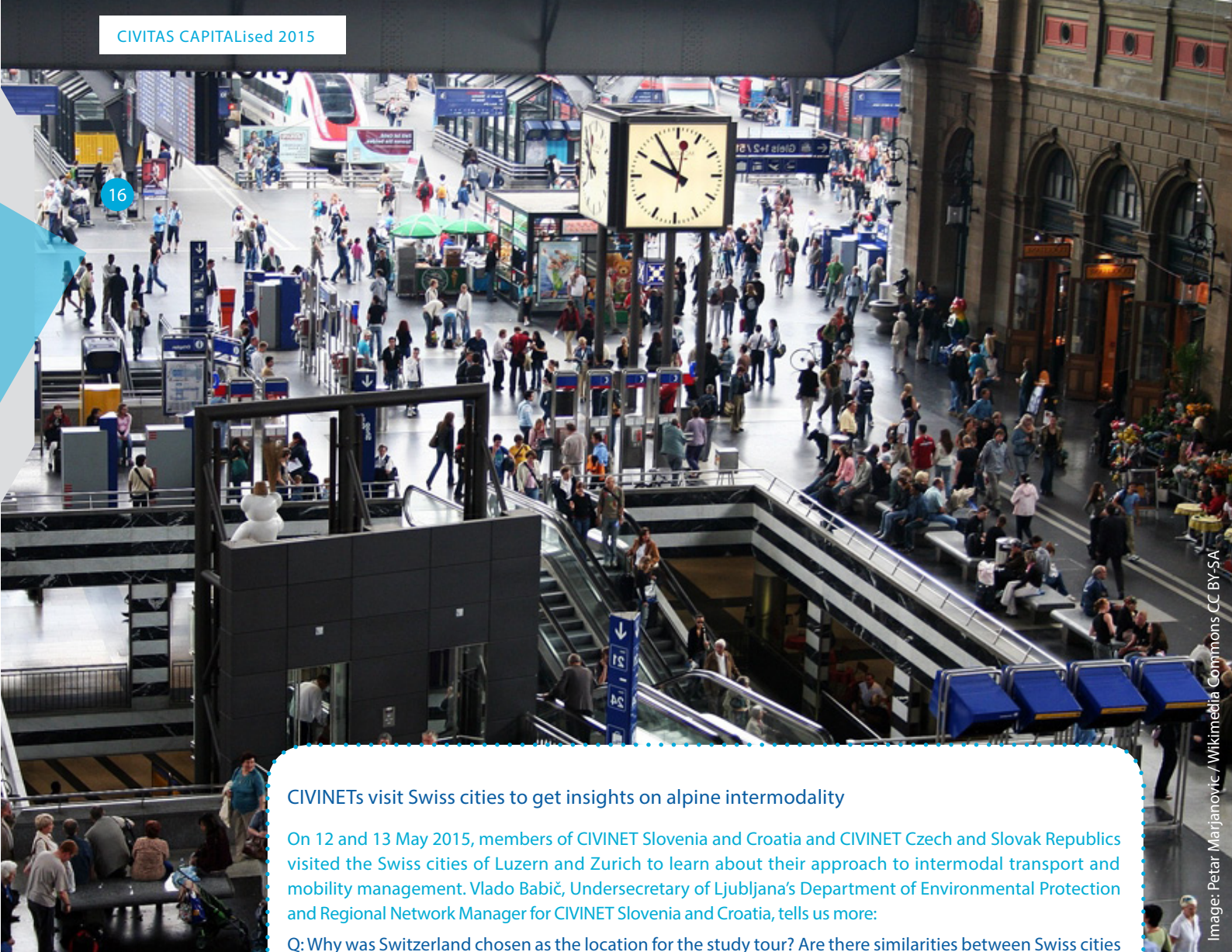
From the survey responses gathered by the campaign, some of the most pressing transport needs from young people in Lisbon were accurate travel information on all modes of transport, travel services provided through smartphone applications, and secure parking for bicycles at transport stations. These suggestions, as well as the winning competition idea, will be studied for their feasibility and inform Traspotes de Lisboa's future plans. The campaign received international recognition for its work after [winning an award](#) at the UITP 2015 World Congress.

the CIVITAS ARCHIMEDES demonstration project and being awarded the title of CIVITAS City of the Year in 2014, the city is now nationally known for its environmentally-friendly policies and is a pioneer in sustainable mobility measures.

Daniela Rosca, head of DG MOVE's Clean Transport Unit, put forward the challenges of EU urban mobility policy and MEP Karima Delli introduced the European Greens' own-initiative report on sustainable urban mobility. The event demonstrated the networks' cohesion and strengthened political

links between politicians at local and European levels.

Representatives of the network Secretariats, city officials and politicians attending the event expressed their gratitude to the MEPs for the organisation of the event, which represented a perfect occasion for the CIVINET family to come together with representatives of the European Institutions and to demonstrate their shared goals for sustainable urban mobility at European, national, regional, and local levels.



CIVINETs visit Swiss cities to get insights on alpine intermodality

On 12 and 13 May 2015, members of CIVINET Slovenia and Croatia and CIVINET Czech and Slovak Republics visited the Swiss cities of Luzern and Zurich to learn about their approach to intermodal transport and mobility management. Vlado Babič, Undersecretary of Ljubljana's Department of Environmental Protection and Regional Network Manager for CIVINET Slovenia and Croatia, tells us more:

Q: Why was Switzerland chosen as the location for the study tour? Are there similarities between Swiss cities and the participating CIVINET members?

A: The decision was made to visit Swiss cities because of their reputation for its high-quality public transport and advanced intermodality and mobility services. With respect to Slovenia there are also many geographical similarities, such as both countries being alpine in terms of geography and with dispersed settlements. Zurich is similar to Ljubljana in terms of size, terrain, functions and structure of the city, and its status as the main national transport hub makes it relevant also for Zagreb. The smaller city of Luzern shares characteristics with the cities of Velenje (Slovenia) and Koprivnica (Croatia).

Q: What were the lessons learned by CIVINET members attending the study tour in Zurich and Luzern?

A: The main lessons learned was that it is possible to have excellent mobility at a city and regional level based on inclusive, coordinated and comprehensive spatial and investment planning of public transport and transport at different levels – municipal, regional and national. Main railway stations can also serve as commercial areas increasing the attractiveness of public transport, whereas smart solutions such as restricted and charged public parking spaces, easy access to public transport and deliveries using cargo bicycles can reduce the need for private car travel. Even if there are some tradeoffs to be made between public transport and cycling, cycling should be supported and promoted by cities as it provides savings in terms of public health costs and improves the image of a city in terms of sustainable mobility.

Q: What are the major challenges for CIVINET member cities in developing intermodal transport and reducing car use?

A: A major challenge is the lack of cooperation between different departments in municipalities as well as between municipalities and policy makers at the national level. Key policy and decision makers still tend to view private cars and their drivers as a priority, while public transport services have a pervasive image as a poor alternative, an attitude which can persist in spite of improvements. Better participation by the public and stakeholders in decision-making processes should help to combat such attitudes.

CONNECTING URBAN PLANNING AND MOBILITY IN NANTES (FRANCE)

The city of Nantes in north-western France is developing a new PLUM (local metropolitan urban plan) in close cooperation with 24 municipalities as well as residents and local stakeholders. Nantes wants to ensure that they have a coordinated agenda for urban development in the metropolitan area. The city also wants to better involve residents in urban planning and cater for their needs. The plan will cover the period until 2030, by which time Nantes expects to receive 100,000 new inhabitants.

Therefore, Nantes Metropole applied to the Activity Fund to organise a study visit in Bremen (Germany) to get inspiration on how to take urban mobility into account in different areas of urban planning, and learn about Bremen's methods for consulting with residents.

Four Nantes Metropole employees, consisting of representatives of three municipal departments and the coordinator of the new PLUM, visited Bremen on 29 and 30 April 2015 for a full programme including a presentation of Bremen's SUMP and the city's spatial development concept, a meeting with the chief planner of a new housing area, and a technical tour by bicycle.

During their visit, the delegation from Nantes were impressed by Bremen's transparent process for evaluating strategic documents, the city's simulation game for sustainable urban mobility planning, and the participation by Bremen residents in discussing the future of urban planning in the city. The Nantes delegation shared the lessons learned with other technicians and local politicians, so that Nantes can begin to take advantage of these innovative ways of involving residents in urban planning.

Facts and Figures

- Noise disturbance is a common transport problem in the EU – 50 percent of Europeans were disturbed by transport noise on a daily basis in 2014.⁶ Exposure to transport noise has been linked to increased cardiovascular risk, sleep disturbance, and cognitive impairment in children.⁷
- Within the EU, deaths due to accidents on the road declined by 18.2 percent between 2010 and 2014.⁸
- On average, pedestrians and cyclists account for 30 percent of those involved in traffic accidents in Europe, and are at far greater risk than car drivers and passengers.⁹

6 http://ec.europa.eu/transport/themes/passengers/news/2014-12-22-pax-rights-eurobarometer_en.htm

7 www.euro.who.int/__data/assets/pdf_file/0008/136466/Burden_of_disease.pdf

8 http://ec.europa.eu/transport/facts-fundings/infographics/zero-to-ten/docs/transport-infographics-0-to-ten_p07_en.pdf

9 www.euro.who.int/en/health-topics/environment-and-health/Transport-and-health/data-and-statistics/injuries2

SMART MOBILITY FOR SMART GROWTH AND JOBS

INTRODUCTION

The case for applying new technologies and ideas to solve persistent transport problems is clear, with their use in reducing traffic congestion, journey planning, and urban deliveries already proven. All this helps to reduce wasted time and money, allowing these to be used more constructively for the benefit of local, regional, and national economies. Furthermore, as transport providers have to take difficult decisions on where to allocate scarce financial resources, new technologies can help to make ticketing easier and reduce fare-dodging, and smart collaborations between the public and private sectors can help to create well-functioning mobility systems that make cities better for business.

We will explore this theme through a detailed thematic analysis and the surrounding policy context, with articles developed with relevant CIVITAS Thematic Groups and the Advisory Group on Financing Sustainable Transport. We're putting the spotlight on the projects funded under the third call to the CIVITAS Activity Fund, which focused on the use of CIVITAS tools to solve mobility problems. The CIVINET Deutscher Sprachraum tells us about their involvement in a revolution in making urban freight and logistics more sustainable, and we have also collected together relevant facts and figures on the topic.

THEMATIC ANALYSIS

Transport is intimately tied to European jobs and economic growth. Well-managed transport systems allow individuals to get to work on time or companies to ship their products by an agreed date. Conversely, transport problems such as traffic congestion or failing infrastructure prevent travelers from completing their journeys, wasting time and money. However, improvements in technology mean that barriers to economic growth from transport can be overcome more easily than before.

Using real-time traffic data and integrated traffic control systems, cities and national governments can track traffic movements more precisely, and even predict problems and find solutions. This means that the impact of traffic congestion can be reduced, causing the minimum of disruption and

allowing the movement of goods and people to continue more seamlessly.

Aside from managing all traffic more intelligently, better management of freight in urban areas is another tool to help grow local jobs and economies. While freight consolidation schemes can reduce the competition for road space between freight vehicles and the public, the deployment of smaller vehicles using alternative fuels can help to increase the attractiveness of shopping areas, thereby supporting local businesses.

With continual pressure on local governments and transport operators to make difficult decisions on where to allocate scarce resources, there is a need to find smart ways to raise funds for transport, to reduce the cost of operating current services, or to finance new developments. Sometimes these take the form of technological improvements, such as electronic ticketing to reduce fare evasion, or partnerships between the private and public sectors to help finance urban development. Better financed public transport results in better transport overall, and supports local economic growth.

CAPITAL's Advisory Group on Financing Sustainable Transport is looking at alternatives to conventional means of funding transport. Meanwhile, members of CIVINET Deutscher Sprachraum are exploring the possibilities offered by methods and technologies for sustainable urban logistics. Projects funded under the third Activity Fund call took the opportunity to use tools and methodologies developed under previous phases of CIVITAS to resolve transport problems, and the Thematic Group on Urban Freight Logistics has been exploring the application of cleaner vehicles in city-centre deliveries.

POLICY CONTEXT

New technologies are transforming transport and mobility in Europe's cities at an ever-increasing pace, particularly in terms of planning journeys and managing traffic. Alongside the benefits that this brings to individuals in being able to travel more quickly and smoothly, the effect felt across society in terms of savings in time and money is potentially huge. But smart mobility also means making our

transport system more rational, joining up disparate networks to ensure better connections for goods and people moving across the EU.

The UMP emphasises the coordinated deployment of Intelligent Transport Systems (ITS) which are already being used to help national and local governments keep track of traffic movements as well as to provide information to IT-based journey planning services. Other applications of ITS include better regulation of traffic lights and or smart ticketing on public transport. In terms of logistics and urban freight, work is continuing to realise the goal of essentially CO₂-free city logistics in Europe's major cities by 2030.

This year saw the approval by Member States of €13.1 billion of funding on 276 transport projects under the [Connecting Europe Facility](#). The various projects funded will contribute to the creation of European jobs, as well as the digitalisation of transport or accelerating deployment of vehicles using alternative fuels onto the market.

It is also becoming clearer that a move towards cleaner or more active mobility has implied economic benefits. Moving to alternative fuels produced in the EU and reducing reliance on imported oil would lower fuel costs and reduce the impact of fluctuation in oil prices. Greater demand for cycling products and services would boost job growth and economic activity, as research has

concluded that [cycling has a higher employment intensity](#) than other transport sectors, as well as benefitting local economies and giving access to the labour market for less-skilled workers.

A number of Member States have been making progress on making their mobility smarter. For example, Denmark has become the first country in the EU and the world to [use GPS data to monitor its road network](#) earlier this year. The provision of real-time traffic data to the Danish Road Directorate gives the agency the ability to constantly assess the situation on Danish roads and issue updates to drivers. Meanwhile Croatia's national postal service issued a tender to [replace their scooters with 180 electric bicycles](#), reducing on-street emissions from deliveries and maintenance costs.

Six new EU-funded research projects relating to this theme began in 2015 within the framework of the CIVITAS Initiative. Two of these, [CREATE](#) and [FLOW](#), aim to reduce traffic congestion in cities by increasing walking and cycling and translating the research on congestion reduction from theory into practice. The other four ([CITYLAB](#), [NOVELOG](#), [SUCCESS](#), and [U-TURN](#)) all focus on urban freight, either in terms of different sectors such as food distribution or the construction industry, or introducing innovations like making logistics in cities more environmentally friendly and developing new business models and regulatory concepts.



THEMATIC GROUPS CONTRIBUTE ON SMART TRAFFIC MANAGEMENT AND CLEAN URBAN FREIGHT

All of the CIVITAS Thematic Groups are discussing what it means to make cities smarter, as intelligent sustainable mobility applies to all ten CIVITAS themes. The approaches to developing smarter cities differ, from using interactive internet applications and open data to smart delivery and logistics systems. Additionally, it is very clear that parking management and access regulations hold promise for making cities smarter and greener.

CIVITAS CAPITAL has released three Insights in respective topics to propel the discussion in the Thematic Groups of Demand Management Strategies and Urban Freight Logistics. The topics of the Insights are [cleaner, safer and more efficient urban freight](#), [managing parking to increase safety and decrease congestion](#), and [all kinds of access regulations](#), serving multiple policy goals. As with others in the series, the Insights introduce the measure on which they focus, give examples from previous phases of CIVITAS, and discuss the current state of play and the future outlook.

Furthermore, an insightful CIVITAS training took place in Brussels (Belgium), which focused on [Access Management schemes in inner-city areas](#). The training featured two expert presentations: one by environmental consultant and Thematic Group member Lucy Sadler on the characteristics and practices of urban access management schemes in Europe, and the other on the role of parking policies in urban access management by Peter Martens, Chair of the European Parking Association's Policy and Strategy Committee.

Finally, the Thematic Group on Urban Freight Logistics, which is managed by CIVITAS WIKI, explored how to make urban deliveries smarter in cooperation with the [SMARTSET project](#) during its conference in Graz (Austria) in May 2015 in a CIVITAS@WORK session. The conference focused on small, medium, and large-scale methods for environmentally-friendly deliveries in SMARTSET pilot cities, and the political and strategic approaches for developing CO₂-free urban logistics systems.

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.

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 <http://civitas.eu/thematic-groups-all> for more information.

SMART MEANS OF FINANCING TRANSPORT STUDIED BY ADVISORY GROUP

Since the global financial crisis local governments across Europe have been under pressure to cut their public expenditures. This can present a serious barrier to local governments who aim to pursue sustainable urban mobility, as even the resources to fund conventional transport services become limited. With this in mind, CAPITAL's Advisory Group on Financing Sustainable Transport has been looking at what alternative funding sources and methods can be brought to bear so cities can continue to transform their mobility systems.

The group has discussed a range of areas where alternative financing methods could be introduced – some of these include fairly well-known methods such as taxation and the potential of smart ticketing to reduce fare evasion. More alternative methods were also under discussion, as well as the challenging topic of integrated transport financing and taking a holistic view of transport costs.

The group also heard from cities experimenting with different financing methods with presentations during their meetings. The Estonian capital Tallinn presented their free public transport concept, where Tallinn residents are exempted from paying for public transport journeys within the city, based on the idea that the economic benefits of removing barriers to public transport use would outweigh the loss in revenue. The cities of Bremen (Germany)

and Deinze (Belgium) also shared their experiences of using car- and bike-sharing to reduce expenditure on infrastructure for cars.

One of the topics that the group has been discussing in great depth is smart ticketing, where passengers use smart cards loaded with credit to pay for public transport. Such systems are often supported by ITS and allow for flexible fare systems with increased fares at peak times and reduced fares when demand is lower. Similar systems can also be applied to new forms of public transport, such as bike sharing or to parking. However, the experts noted that there is currently a lack of reliable data about the performance of these systems, particularly in terms of their cost-benefit analysis.

Another interesting method is the implementation of transport improvements and expansions in parallel with other infrastructural works or new property development. Municipal companies can cooperate to develop projects simultaneously rather than separately, which can save money both during the development and in the long-term as the benefits begin to be apparent. Operators can also work with the private sector, such as with construction and property development companies, who co-fund new transport developments and get a return on their investment later, such as through better occupancy rates in commercial developments.

The group will hold its final meeting in due course and present its final report to the European Commission in spring 2016.





CIVINET Deutscher Sprachraum supports smart sustainable urban freight

The CIVINET Deutscher Sprachraum co-organised the SMARTSET conference on energy-efficient urban logistics on 12 May 2015, hosted by the City of Graz (Austria). We spoke to Mr Gerhard Ablasser, Graz's Head of European Programmes and International Cooperation and Member of the CIVINET's Management Board, to find out about the importance of sustainable urban freight.

Q: Why are CIVINET Deutscher Sprachraum members interested in the potential of energy-efficient urban logistics?

A: Overall quality of life is of particular importance to most European cities. This is not only defined by an intact environment, ideal living conditions and attractive economic prospects, but also by positive prerequisites for the individual mobility behaviour. Raising awareness about urban logistics among politicians is very important, because regulations in this field can help to make our cities more liveable. To achieve this, you need to put people first, and this means that more space for people needs to be provided. Increased safety for all traffic participants, environmentally sound and efficient traffic activity as well as public space that is as attractive as possible should be the focus of attention, as it is in Graz with its Gentle Mobility concept.

Q: What contributions can energy-efficient urban logistics make in terms of economic and job growth?

A: A high quality of life is essential for living in the city. If quality of life deteriorates, the image of a city as a good place to reside will suffer. As a consequence, residents and shopkeepers will relocate elsewhere, which in turn will have fatal consequences for a city's economic situation. A more environmentally friendly urban logistics system can foster the attractiveness of city centres, especially in historic areas like the city centre of Graz. This provides an important incentive for shop-keepers to stay in the city centre and not move to shopping malls on the outskirts. Urban logistics can also boost new sectors of the economy such as deliveries by cargo-bikes.

Q: What proven technologies or methods are being employed currently to develop cleaner, smarter urban logistics?

A: Market-based business models are a crucial part of the development of energy-efficient distribution solutions. Whether a small town or large city all urban areas have one thing in common: the need for a comprehensive, sustainable business model that overcomes existing market barriers. In order to make city centres more attractive, the introduction of clean vehicles and intermodal transport for last-mile distribution should be facilitated. Electric vehicles, hybrids and CNG vehicles have proven their reliability in urban distribution. When distributing with small electric vehicles, the local environment will be drastically improved by a decrease in greenhouse gases and particle emissions, as well as reduced congestion and improved road safety. Effective incentives and regulations are also necessary to steer us towards energy-efficient urban freight.

CITIES USE CIVITAS TOOLS TO MAKE LOCAL TRANSPORT SMARTER

In the third call of the Activity Fund, CIVITAS CAPITAL focused on a selection of tools and methodologies applied, developed, evaluated or tested under the four previous phases of CIVITAS. The tools related to numerous CIVITAS themes. Applicants to the third call were invited to consider how using these tools could inform their work, helping them to deliver on their sustainable mobility ideas more efficiently and intelligently.

The successful applications focused on tools relating to a wide range of areas and applications, including road safety, sustainable urban freight, encouraging more sustainable travel choices, successful consultation of stakeholders, and effective communications and marketing. The projects involved cities and organisations based in the Czech Republic, Germany, Italy, and Slovenia.

Some specific examples include the Slovenian city of Nova Gorica [collaborating with Italian and Slovenian universities](#) to design an efficient method of marking safe routes to schools on the city's roads, based on best practice from across Europe, and used a tool developed in a previous CIVITAS project. Italian cities in Sardinia and Sicily chose to focus on improving communication between municipal staff and members of the public, so that local residents are more aware of transport improvements and their potential benefits can be translated into reality. The [CIVITAS Toolkit on Effective Communications and Marketing](#) is being used for this purpose.

Finally, the Czech city of Přerov is using the [CIVITAS Toolkit on Organising Successful Consultations](#) to learn from the CIVITAS approach on involving residents in planning, designing, and implementing new transport improvements. The lessons learnt

from studying the tool will be useful as Přerov develops its own SUMP.

The project activities took place from September 2015 to January 2016, and selected projects will be profiled in CIVITAS CAPITALised 2016, as well as those funded under the Activity Fund's fourth and final call and which will be working on their projects in spring and summer 2016.

Facts and Figures

- On average, Europeans spend 13 percent of their annual income on transport and related areas.¹⁰
- Three out of ten Europeans experienced travel disruption, such as cancellations or long delays, in 2014.¹¹
- €24.05 billion are available for EU infrastructure projects from 2014 to 2020, or €47 for each European citizen. The completion of the TEN-T core network could create up to 10 million jobs by 2030.¹²
- Urban and suburban passenger transport employs around 820,000 people, or eight percent of all transport jobs.¹³

10 http://ec.europa.eu/transport/_static/pdf/connect-to-compete-people-v2_en.pdf

11 http://ec.europa.eu/transport/themes/passengers/news/2014-12-22-pax-rights-eurobarometer_en.htm

12 http://ec.europa.eu/transport/facts-fundings/infographics/connect-to-compete/index_en.htm

13 http://ec.europa.eu/transport/_static/pdf/connect-to-compete-jobs-v3_en.pdf



LOOKING FORWARD TO 2016

CIVITAS CAPITAL will conclude at the end of summer 2016, meaning there is less than a year of the project left. While much progress has been made in 2015, there is still a full programme of tasks to complete before the project's end.

The Thematic Groups will seek to add more members, to get new perspectives on the measures that the groups are continuing to examine and discuss. Thematic Groups are also planning contributions to a number of upcoming events, to transmit the CIVITAS experience on different topics and measures more widely among Europe's transport professionals and policy-makers. Moreover, the [Insights series](#) will continue to present thorough introductions to different measures, illustrated through examples from past phases of CIVITAS.

Almost all of the Advisory Groups have concluded their meetings, with the final few planning events in the next month. Many have also drafted their conclusions and recommendations, which will be submitted to the European Commission. In turn, the European Commission will consider them in future legislative and regulatory measures. Several groups are also producing guidance on specific topics, which will be published later this year.

The CIVITAS Learning Centre will add more content to its suite of [interactive online courses](#). Currently, the Learning Centre offers courses on mobility management in a range of contexts, the basics of sustainable urban mobility planning, public involvement, bike-sharing, and the basics of traffic, traffic management, and ITS. [In-person trainings](#) are also planned and will take place throughout 2016, often in conjunction with other events related to sustainable mobility and urban development. Finally, the first staff exchanges in the [placement programme](#), where staff from cities across Europe visit and learn from their peers elsewhere, will begin shortly. Applications are still being accepted for new placements.

All the calls to the CIVITAS Activity Fund have concluded, with a total of 51 projects on sustainable mobility in cities from Portugal to Turkey being awarded nearly €300,000 collectively. The final round of projects funded under the fourth and final call, will be carried out in spring and summer 2016, and will be featured in CIVITAS CAPITALised 2016.

The CIVINETs will continue to promote CIVITAS methods and measures in their own countries and languages, as well as attract new members and exchange between existing ones. With the successful establishment of the five new CIVINETs during the project, the goal will now be to make them sustainable for the future.

All of CAPITAL's activities will contribute to the work of the CIVITAS Initiative overall, which aligns with the transport priorities of the European Commission. This includes reducing the overall emissions of greenhouse gases from transport to meet EU targets and increasing the environmental sustainability of transport, as well as improving intermodal transport connections in cities. This will give people travelling in the EU more modes and routes by which they can complete their journeys. Making European cities more accessible for residents and visitors and for all purposes – whether for work, study, leisure, or daily activities – is also a key area of emphasis for both CIVITAS and for the Commission.

We invite you to engage with all the products and publications produced so far over the lifespan of CAPITAL, and encourage you to stay tuned for more!



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