

CIVITAS CAPITALISED 2016

A REPORT ON THE ACTIVITIES OF THE
CIVITAS CAPITAL PROJECT IN LATE 2015 - 2016



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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



Image: City of Gdynia

Cooperation is key to success. That has been the lesson for Gdynia in the past four years, as well as from the first CIVITAS demonstration project we engaged in at the beginning of the CIVITAS Initiative in 2002. It is only through working with one another, talking about the problems we face and the solutions we have found, that we can collectively make progress towards cleaner, safer, and more sustainable urban mobility.

Within CIVITAS DYN@MO, which comes to a close later this year, we have been working on expanding and improving our existing Sustainable Urban Mobility Plan (SUMP). Another focus has been on developing cleaner and more efficient public transport, with hybrid trolleybuses and dedicated bus lanes. This work has been accompanied by better pedestrian and cycling infrastructure and the creation of a dedicated mobility website and social media accounts to inform and involve Gdynia's residents in planning urban mobility in their city. All of this builds on Gdynia's work over the last 14 years since our participation in CIVITAS TELLUS, which created a clean urban transport area in the city centre.

We have also been cooperating with our peers in the rest of Poland and within CIVITAS. The CIVINET Polska, which was founded in 2013 through CIVITAS CAPITAL, has provided us with a network within our country dedicated to sustainable urban mobility. This offers the opportunity to exchange with our peers working in the same legal and political context, and crucially, in our own language. In this way, we can circulate knowledge about innovative measures and effective policies throughout Polish cities, as well as bring attention to examples of good practice that appear nationally.

Finally, we are extremely pleased to invite delegates to the 2016 CIVITAS Forum in our city, to continue the conversations and the work needed to shape the mobility of tomorrow. Through working with our DYN@MO partner cities in Croatia, Germany and Spain; our fellow member cities in the CIVINET Polska; and the whole CIVITAS community; we know that we can deliver on the mobility needs of cities in the future.

The CIVITAS Initiative depends on its community of practitioners, policy and decision makers and experts across all sectors and at all levels to create the future of urban mobility in Europe. The activities highlighted in the following report are just a few examples of the great work that our CIVITAS colleagues have been working on in the past year.

Wojciech Szczurek

Mayor
City of Gdynia – CIVITAS Forum 2016 Host

INTRODUCTION

With the latest phase of CIVITAS drawing to a close this year, there are many successes to look back and reflect upon over the last four years. CIVITAS is a well-recognised brand representing the transition to sustainable urban mobility in Europe, and acts as a focal point to bring together politicians, practitioners and city residents to make changes for the better to their local transport systems.

CIVITAS CAPITAL's mission was 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, which could not have been achieved without close cooperation with the other CIVITAS support action, CIVITAS WIKI.

One area where CAPITAL and WIKI have worked most closely together is in the operation of the CIVITAS Thematic Groups. These give transport policy-makers and practitioners the opportunity to network with their peers in other European countries on one of the ten CIVITAS Themes. Moderated by partner organisations of both CAPITAL and WIKI, they are a vital way for CIVITAS to share knowledge around the community and support the uptake of good practice in transport and mobility solutions. 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 Insights respond to current topics which are discussed in the Thematic Groups.

The Advisory Groups were ten teams of experts who met throughout the last few years to discuss the latest developments in priority topics set by the European Commission and CAPITAL partners. With the conclusion of the groups' operation, final reports and policy recommendations have been produced which are being taken into consideration by the European Commission as it shapes new transport policy and legislation. Several group members have also contributed to guidance for cities on topics such as public procurement in the context of sustainable urban mobility.

In 2015 CAPITAL launched the CIVITAS Learning Centre, which now has a range of 16 introductory e-courses on different topics, allowing the CIVITAS



Image: www.eltis.org

community and the wider public to go increase their knowledge. Additionally, the Learning Centre organised in-person trainings at events as well as placements for staff between different CIVITAS cities. CAPITAL also administered 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 carrying out their planned activities in spring and summer 2016.

The ten CIVINETs, of which five were founded under CAPITAL, are to be joined by a new eleventh network for Romanian-speaking cities. All the CIVINETs have been working on raising awareness at regional and national levels of the CIVITAS message and method, and opportunities to get involved with the Initiative. Their success in this regard is clear – to take one example, the CIVINET Slovenia-Croatia now includes members in a number of other Balkan countries, with a total membership rising to 100 very recently.

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. 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. Review articles of different aspects of CAPITAL such as the Activity Fund, the Advisory Groups and the Learning Centre will explore the successes of these parts of the project in more detail.

Statistics and links to the success stories across CIVITAS PLUS II will be included at the end of each section. This third and final edition of CIVITAS CAPITALised reports on the final year of CAPITAL from late 2015 to the end of most of the project's activities in August 2016.

CLEAN AND RESOURCE-AWARE MOBILITY

INTRODUCTION

The transport system of the future will have to transition to using low- or zero-emission fuels if we are to reach the goals of cutting carbon emissions from transport and increasing its energy efficiency. However this is not the only means of reducing our environmental impact when it comes to transport. We already have plenty of low- and zero-emission means of transport at our disposal – public transport, walking, cycling, and shared mobility options – but using them is not always convenient or affordable. Another aspect to address is how well different transport modes are linked, and how many journeys are possible without using a private car.

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 Comodality. We're putting the spotlight on two projects funded through the CIVITAS Activity Fund: a campaign to educate Stuttgart's schoolchildren about the environmental impact of their trips to school, and a study in Buckinghamshire (United Kingdom) to assess the potential of implementing bus corridors to reduce local traffic congestion. And in the theme of making city centres attractive places for users of all modes, CIVINET Slovenia-Croatia-South East Europe tells us about their recent workshop to discuss how to avoid conflict situations between pedestrians and cyclists.

counterpart, and does not address the issue of the traffic congestion that afflicts many European cities. Ensuring priority for modes that are within reach of more people, such as public mass transport in the form of buses and trams, and shifting shorter journeys to walking and cycling is also part of the solution.

A key way for public transport, cycling and walking to present a realistic alternative for more people is to secure better connections between different modes. This should make it as easy as possible to switch between different modes, and is known generally as intermodality. An emerging need is for traditional transport services to see new developments in mobility, such as bike sharing or on-demand vehicles, not as competing but complementing their offer – this is also known as comodality.

CAPITAL managed Thematic Groups on topics relevant to the theme, such as Clean Fuels and Vehicles and Car-Independent Lifestyles. Additionally, the work of the Advisory Group for Comodality looked at how different transport operators, from traditional public transport services to newer options like vehicle sharing or on-demand transport, can successfully co-exist and cooperate to meet shared policy goals. The CIVINET for southeast Europe has been looking into how conflict situations between cyclists and pedestrians can be mitigated in crowded urban centres. Moreover, projects funded by CAPITAL's Activity Fund have worked on fostering better

THEMATIC ANALYSIS

The negative side effects of a transport system which is heavily dependent on private cars are clear for all to see. From the large-scale impacts on the environment and public health from transport emissions and the issues around extracting fossil fuels, to the creation of traffic congestion stopping everyone in a city from carrying out their day-to-day activities, relying on conventionally-fueled private cars is not something we can sustain over the long term. A shift to alternative fuels such as electricity, biofuels or hydrogen can be accomplished through delivering a reliable fueling infrastructure and providing incentives for the development and demand for alternative vehicles.

However, a private electric car can take up just as much road space as its conventionally-fueled



Image: POR70 | unsplash

awareness of the environmental costs of our current transport system, and studying options for delivering better public transport that offers a good alternative to private vehicles.

POLICY CONTEXT

Creating the right conditions for widespread uptake of low- and zero-emission vehicles is a key priority for the European Commission. This will help to protect the environment and reduce the various negative impacts of carbon emissions, such as on public health. All this will help to secure better quality of life and stronger European economies.

The Commission's 2011 White Paper on Transport aims to see European cities free of cars fueled by conventional means by 2050. The deployment of an alternative fuel infrastructure across Europe will be critical for this, and is given priority in the UMP and the [Clean Power for Transport package](#). Additionally, the [Clean Vehicles Directive](#) aims to help bring environmentally-friendly and energy-efficient vehicles to the European market.

On 20 July 2016 the European Commission launched a [new package of measures](#) designed to

accelerate the transition to a low-carbon economy in Europe. It presents binding annual greenhouse gas emissions targets for the period 2021 - 2030 for Member States across a number of policy areas, including transport. Simultaneously, the Commission has presented a new [strategy on low-emission mobility](#), which sets the course for the development of EU-wide measures on low- and zero-emission vehicles and alternative low-emission fuels.

The strategy has several main elements. This includes increasing the efficiency of the transport system, speeding up the deployment of alternative energy for transport, and moving towards zero-emissions vehicles. Through the strategy the Commission is working on updating [rules on car labelling](#) which includes information on fuel efficiency, as well as looking at incentives for purchasing low-emission vehicles in public procurement rules in the framework of a revision to the Clean Vehicles Directive. This will be a powerful tool to support large-scale deployment of vehicles such as low- and zero-emission buses.

A LOOK BACK AT THE CIVITAS ACTIVITY FUND

The CIVITAS Activity Fund offered amounts of up to 10,000 EUR in co-funding to small-scale projects in four competitive calls in 2014 and 2015. The fund received applications from municipalities and public, private and non-profit organisations from all over Europe seeking to work with pioneering CIVITAS cities to solve local mobility problems. Activity fund beneficiaries not only received co-funding, but also technical support from leading cities and research institutes.

Applications were made based on different levels of ambition, which defined both the scope of the activities planned and how much funding they could receive. This included opportunities to organise learning activities such as workshops and site visits, exchanging staff and on-the-job learning, performing evaluation or feasibility studies, and the development of implementation plans to transfer successful measures between cities.

Each call focused on a different selection of the ten CIVITAS themes or on selected tools developed, tested or evaluated through past CIVITAS projects. The final call allowed for applications relating to all of the themes as well as the selected tools. In 2015 and 2016 the Activity Fund also offered the opportunity to apply for co-funding to run a



long-term evaluation project of a measure implemented in a past CIVITAS project, start a new national or regional CIVINET, or secure a place on the CIVITAS Placement Programme through the CIVITAS Learning Centre.

A total of 44 projects received funding worth around 400,000 EUR in total. Applications were made primarily by cities, although other public organisations, private companies, and non-governmental organisations also applied. Central and southern European countries were well-represented among successful applications, with northern and western Europe countries less so. The most popular themes chosen for projects included car-independent lifestyles, mobility management, and public involvement, while the most popular level for applications was 'being inspired', which included getting acquainted with a topic, and setting up capacity building activities. Second in line were small scale studies.

More details on certain activities co-funded by the CIVITAS Activity Fund are featured in this and the [2014](#) and [2015](#) editions of CIVITAS CAPITALised, as well as in the publication '[CIVITAS voices: inspiring stories and expert ideas for better urban mobility](#)'.

THEMATIC GROUPS FOCUS ON MARKETING CLEAN MOBILITY AND DEVELOPING ELECTRIC MOBILITY

Among the activities and discussions carried out through the Thematic Groups for [Car-Independent Lifestyles](#) and [Clean Fuels and Vehicles](#), the two groups came together to organise a CIVINET@Work session in cooperation with the CIVINET Spain and Portugal on 26 May 2016 in Madrid (Spain). This session provided insights and ideas on how marketing techniques and social media can be used to the change mobility behaviour of citizens towards less car-dependent lifestyles. The two groups currently consist of 116 and 66 members respectively.

Five CIVITAS Insights linked to these Thematic Groups and inspired by some of their activities have been published. They cover various topics, including the implications of car sharing for vehicle use and ownership in [Insight 5](#), and bike sharing and its ability to improve the cycling culture in cities by encouraging people to cycle more in [Insight 10](#). [Insight 9](#) is about carpooling, which involves sharing rides among travellers in the same vehicle going to the same destination. Moreover, there is enormous

potential for walking to contribute towards more sustainable mobility. A number of pioneering cities have already tapped in to this, some which are profiled in [Insight 8](#). [Insight 13](#) is an in-depth look at electric mobility, demonstrating its strategic value in reducing harmful emissions and surrounding legislation to support this new means of fueling vehicles.

Furthermore, a CIVITAS workshop on electric mobility in cities took place in Cologne (Germany) in February 2016. Its main aim was to provide the latest update on the innovative solutions implemented in the CIVITAS DYN@MO and CIVITAS 2MOVE2 projects. A further CIVITAS workshop on challenges and solutions in electric charging infrastructure deployment took place in Rotterdam (The Netherlands) in June 2016. Leading European cities exchanged experiences with planning infrastructure deployment and associated services and on how a business case for charging infrastructure could be developed.

QUESTION OF ACHIEVING TRULY CAR-INDEPENDENT LIFESTYLES STUDIED BY ADVISORY GROUP

The personal and societal advantages of becoming less dependent on cars, or even of doing without them entirely, are clear. However, this is not a reality for most people, especially where traditional forms of public transport are not integrated well with newer ones, such as shared bicycles and cars, or taxis and on-demand public transport. Even integration with cycling infrastructure and ensuring an easy interchange between modes is often not well-organised.

One of CIVITAS CAPITAL's Advisory Groups was focused on examining this problem and the barriers to 'comodality'. Comodality is defined as a situation where traditional public transport (which is bound to fixed lines and timetables) not only coexists with newer forms, but actively works with them to provide seamless transition between modes and reduce the need for individuals to resort to private cars. Offering such services makes it easier to encourage a shift in sustainable mobility behaviour.

The group included representatives from public transport companies, a manufacturer of public transport vehicles and systems, and a car-sharing company. They were tasked with providing recommendations to help shape EU policy to encourage and support comodality practices in

cities. As a first step, the group agreed to conduct a mapping exercise of more than 700 CIVITAS measures to see which could truly be said to support comodality. Based on the gaps that were not covered by these measures, the group had a basis upon which to make recommendations for future research.

Gaps identified by the group can be grouped under three broad categories: regulatory, structural and technical. Regulatory issues include the access to and sharing of data between transport authorities and mobility service providers, while structurally there should be better integration of different operators and stakeholders to facilitate the provision of intermodal infrastructures at interchange hubs. Among the technical barriers identified was the need for interoperability of different modes, such as charging infrastructure that can be used by private and public vehicles and further development of integrated ticketing. Based on these, the group proposed a number of recommendations to the European Commission to provide answers to these remaining gaps and barriers to co-modality.

CIVINET DISCUSSES HOW TO SHARE SPACE BETWEEN PEDESTRIANS AND CYCLISTS

Ensuring that cyclists or pedestrians have enough space to comfortably and safely travel must be a top priority for cities aiming to shift journeys from private cars to more sustainable modes. This was the basis of a workshop organised by the CIVINET [Slovenia-Croatia-South East Europe](#) on 23 March 2016 in Zagreb (Croatia). This gathered around 40 participants, including representatives of the City of Zagreb, cycling associations, interested residents and local media.

The workshop took the format of a number of presentations and lively discussions. The CIVINET's Croatian Secretariat, which is operated by Croatian sustainable development NGO ODRAZ, opened proceedings by presenting their project 'Dialogue on Mobility in Zagreb' which is carried out in partnership with the Croatian Cyclists' Union and the City of Zagreb. Conflict management strategies between pedestrians and cyclists in the Slovenian capital of Ljubljana were also presented. Taking a comprehensive and strategic view, Ljubljana wants to focus attention first on pedestrians, then on cyclists, and thereafter on public transport and private cars. A study conducted in Ljubljana on potential conflict situations in the city centre showed that sharing space between these two groups is not possible where more than 200 people pass through an area every hour.



Two further presentations presented the situation in Zagreb. A delegate from the local Faculty of Traffic Sciences pointed out that every city has its own priorities and traffic solutions, and that educating all road users, as well as transport practitioners, and local politicians is very important. The biggest problem for traffic experts, he claimed, was the lack of continuous monitoring and collection of traffic data. The Croatian Cyclists' Union also presented the state of play in the city from the point of view of the local cycling community. Although Zagreb has great potential to become a cycling city, infrastructure is limited and often piecemeal, and there is no continuous cycling network. They are calling for infrastructure to be planned comprehensively and not developed as a last-minute addition.

EDUCATING CHILDREN ABOUT MOBILITY AND CLIMATE CHANGE IN STUTTGART (GERMANY)

Stuttgart is the capital of the German state of Baden-Württemberg and lies at the centre of a metropolitan area with a population of 2.7 million inhabitants. The city sees a large amount of incoming traffic daily, with a high concentration of emissions such as particulates and CO₂ as a consequence. The city of Stuttgart therefore applied for co-funding from the CIVITAS Activity Fund to pilot a campaign in the city's schools raising awareness about individual mobility choices and their environmental impact.

The campaign visited 15 classes at four schools across the city, reaching over 330 students. It consisted of three double lessons that took place during October and November 2015. In the lessons children learned about the importance of the environment and reducing climate change, and the relative impacts of different modes of transport, such as walking or travelling by car. Parents evenings were also held where the children's families were also informed about the links between transport and air pollution, and the City of Stuttgart's policy goals in this area.

Children and parents were also encouraged to make commitments to travelling sustainably, which were rewarded with 'climate walking points'. It was important that children saw themselves as having an active role in protecting the environment, with the campaign encouraging them to see themselves as 'climate heroes'.

The improvement in the numbers of environmentally-friendly trips to school ranged between seven and four percent at the participating schools. As a result of this success, the campaign will be combined with other road safety and cycling campaigns in Stuttgart schools from the beginning of the 2016 / 2017 school year.

REDUCING CONGESTION WITH BUS CORRIDORS IN BUCKINGHAMSHIRE (UNITED KINGDOM)

High Wycombe is the second-largest town in the English county of Buckinghamshire, with over 130,000 inhabitants in the urban area. The town sees a high volume of commuter traffic coming into the area causing high congestion and detrimental effects on local air quality. This also deters residents and visitors from walking and cycling.

As part of its efforts to find solutions for this, Buckinghamshire County Council successfully applied for Activity Fund co-funding to investigate and develop high-quality bus corridors to the main areas of employment within the town. The council wanted to send staff to Donostia-San Sebastian (Spain) to find about their experience with this kind of measure.

In their work plan, Buckinghamshire County Council also wants to organise a joint workshop for staff from High Wycombe as well as Donostia-San Sebastian, to gain innovative ideas about how to cope with traffic congestion and the demands of an increasing population, which will be the basis for the development of a transport strategy and increase the likely success of bids for transport and infrastructure funding.

Facts and Figures on CIVITAS PLUS II

- 23 CIVITAS Insights will be published in total, which give short but comprehensive introductions to the recent developments and CIVITAS work on different measures and policy areas. To read the Insights, visit the Key Publications page
- Around 400,000 EUR was awarded to 44 small- scale mobility projects in the four calls of the Activity Fund from 2014 - 2015.
- CIVITAS WIKI is producing seven Policy Notes on topics ranging from ITS to social media and gender equality. Read the Policy Notes on the Key Publications Page

INCLUSIVE MOBILITY FOR A COHESIVE AND HEALTHY SOCIETY

INTRODUCTION

Transport binds urban life and residents together, playing a crucial role in ensuring that people can access employment, services and leisure. Therefore, transport has to be easily available, regardless of where an individual lives, how much money they have, or how physically able they are. Urban areas can still be perilous for pedestrians and cyclists, and further work is required to cut road deaths in cities. It is also important to bolster people's confidence about travelling sustainably and address their concerns, and there is no better group to begin with than young people. Involving residents in planning sustainable mobility measures will also see great returns, as people feel they can take ownership of the new options available to them and are more likely to make use of them.

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 Road Safety. We're putting the spotlight on two projects co-funded through the CIVITAS Activity Fund: the Slovenian city of Nova Gorica worked to develop safe routes to local schools, while the developer of a pilot bike-sharing scheme in Naples (Italy) worked with local residents to prepare a plan for the scheme's expansion. Finally, we'll see how CIVINET Italia is working on getting mobility management recognised at all levels of government in Italy and promoting sustainable and safe home-to-school journeys for children.

THEMATIC ANALYSIS

Despite the great reduction in the number of deaths on Europe's roads over the last decade, statistics released at the beginning of 2016 showed that this reduction had slowed for the second consecutive year. This means that greater efforts are needed to reach the target of halving road deaths by 2020 compared to 2010 figures, and reducing the disparity in road safety within and between Member States. A number of measures are available to achieve this, such as reducing speeds especially in areas where there are large numbers of cyclists and pedestrians, building safer environments for road users, and campaigns to encourage safe behaviour.

We must also take a holistic view of transport and mobility and how it can impact quality of life. This connects mobility to the ability to live life fully and everything that this entails. It goes beyond getting people and goods to the places where they need to be, and encompasses how mobility can increase human health and happiness. Another important aspect is how sustainable mobility can improve local economic performance, supporting local businesses to grow and satisfy their customers.

Consultation and communication with stakeholders and service users is one way to improve satisfaction with new mobility measures. It is important to raise awareness of the reasons for and the benefits of the implementation of new measures, as this will increase the degree to which they are accepted and used by city residents. Proper engagement with users will make sure that people with additional needs such as elderly or disabled users are catered for, or those whose needs are often overlooked, such as the needs of female travelers as transport systems tend to be planned and organised by men.

Many parts of CAPITAL are working on making mobility more inclusive, such as the Thematic Groups on Mobility Management and Public Involvement. CAPITAL also had a dedicated Advisory Group that tackled the topic of road safety. CIVINET Italia has also been instrumental in raising the profile of mobility management in the country's schools and encouraging children to take sustainable trips home from school. Lastly, projects funded by the Activity Fund looked at capturing the input of local residents when planning a bike-sharing scheme expansion and ensuring that routes to school are safe and well-designed.

POLICY CONTEXT

Due to the unsatisfactory rate of reduction of road deaths across the EU, the European Commission is putting more emphasis on the need for urgent action to make more progress. This includes lending its support to the first [European Day Without A Road Death](#), or Project EDWARD, in 2016. Organised by TISPOL, the European Traffic Police Network, the campaign takes place on 21 September during EUROPEANMOBILITYWEEK and asks cities, organisations and individuals to pledge to help make that date free of road deaths across Europe.

The next phase of CIVITAS will address gender-based barriers to transport as one of its priority topics. This coincides with renewed attention to the topic from the European Commission. According to an [exploratory opinion](#) by the European Economic and Social Committee requested by the Commission, men are heavily overrepresented in making decisions about and implementing transport, which results in less attention being paid to the barriers and problems that women face when using transport services. The issue is a complex one and is connected to many other policy areas, but the Committee recommends that a broadly effective policy will be to ensure equal rights for female employees and increase the proportion of women working in the sector. The Commission is highlighting the issue through its '[Women in Transport](#)' campaign, which began earlier this year.

The Commission is also emphasising the benefits for cities of developing Sustainable Urban Development Plans (SUMP) which are quickly becoming standard practice for mobility and transport planning in Europe. However, there needs to be more done to increase the quality of SUMP across all stages of development, implementation and assessment. The JASPERS funding programme from the European Central Bank now offers [specific training on SUMP for cities](#), and two new research projects under the CIVITAS umbrella, PROSPERITY and SUMP-UP, will also promote SUMP as the primary tool for cities to drive the sustainable urban mobility transition.

A LOOK BACK AT THE CIVITAS LEARNING CENTRE

As part of its work, CIVITAS CAPITAL produced a suite of training materials and opportunities to serve the needs of people within the CIVITAS community as well as outside it. This was developed

through three main products – a series of e-courses, in-person trainings, and placements organised between different CIVITAS cities. The training opportunities, collectively called the CIVITAS Learning Centre, were designed to serve the various needs of training participants, either increasing their knowledge or developing their skills, and translating theory into practice.

The e-courses cover a range of topics, including general themes such as the basics of SUMP, public involvement or ITS and traffic management, to looking at individual measures such as bike-sharing or the application of concepts like mobility management in schools and businesses. E-courses consist of five to seven blocks, including short video clips and small assignments, and take approximately 30 – 90 minutes to complete. Visit www.civitas.eu/learning-centre to join the growing network of professionals participating in CIVITAS e-courses.

A number of in-person trainings also took place, often back-to-back with important events related to sustainable urban mobility. These trainings have so far attracted 184 participants and covered a huge range of topics, such as shared mobility, the design of intermodal hubs, and evaluating urban mobility projects with the aim of introducing them more widely.

The CIVITAS Placement Programme successfully matched 37 mobility professionals from CIVITAS cities with peers elsewhere in Europe. In each placement, the visiting participant had to demonstrate the acquisition of their new skills by reporting on what they learned from their hosts to address a local challenge in their own city, and how they will apply this in practice.

In the next phase of CIVITAS the Learning Centre will be maintained, with the courses currently online still available for visitors. These will be built

upon and more courses on other topics will be developed. In-person trainings such as workshops and study tours will also continue, as well as the CIVITAS placement programme. The next phase of CIVITAS will therefore offer plenty of opportunities for the CIVITAS community and the wider circle of European urban mobility professionals to expand their knowledge of policy and practice, building on the foundations of the Learning Centre developed through CIVITAS CAPITAL.

THEMATIC GROUPS PRIORITISE INCLUSIVE TRANSPORT

Mobility Management is a very popular theme within CIVITAS, and since October 2015 a further 39 members joined the [CIVITAS Thematic Group on the topic](#), bringing the total number to 125. The group organised a webinar on safe routes to school, based on the experiences of the Province of Granada (Spain) which were co-funded by the CIVITAS Activity Fund. It showed how extensive participation and dialogue can be used to introduce school mobility management and to overcome the fears of parents.

Work within this Thematic Group concerned the [CIVITAS Summer Course in Malaga \(Spain\)](#) from 7 – 10 2016. Spread over three and a half days and attracting more than 50 participants, this training event looked at the impact of sustainable mobility on local economy and happiness of citizens. As such, it was of interest to the members of various Thematic Groups, and the event also attracted at least six new members to multiple Thematic Groups.

Two days of inspirational speeches by ten different speakers were combined with a day of site visits and practical assignments on the local challenges of the city of Malaga. They looked at the school surroundings of a primary school, at the intermodal connections of Maria Zambrano railway station, at the conflicts between pedestrians and cyclists in the shared spaces of Malaga and at the planned expansion of Malaga's bike share system. On the last day, the participants presented their recommendations to a delegation of the City of Malaga. The event showed how public transport, cycling and walking provisions and a good parking management benefit local economy and contribute to happier and healthier citizens.

Social media is now a widespread tool throughout Europe, with even public transport companies and cities using it as common practice. Similar to the rise of the personal computer, mobile phones and

the internet, the ascent of social media is historic and transformative in influencing the way people think, behave and communicate. In few other places is this transformation more distinct and revolutionary than in local governments and public bodies. This is the main topic of the [CIVITAS Insight 16](#) which was developed in close cooperation with the [CIVITAS Thematic Group on Public Involvement](#), which currently gathers 57 members to discuss stakeholder and citizen involvement for improving the quality and acceptance of urban mobility measures.

ADVISORY GROUP CONTRIBUTES EXPERTISE TO MAKE EUROPE'S ROADS SAFER

The EU aims to reduce deaths and injuries on Europe's roads by 50 percent by 2020, compared to 2010 levels. It is clear that further action is needed to accomplish this, as figures published at the beginning of 2016 showed that at the current rate of reduction the target may not be met. Provisions for increasing road safety are set out in the UMP – however, the European Commission asked a CIVITAS Advisory Group to give concrete and specific advice for further work in this area.

Road safety within urban areas has a unique feature compared to other contexts – 37 percent of urban road deaths are pedestrians, and pedestrians and cyclists make up almost half of all fatal accidents in urban areas. The largest age group affected by poor road safety is the elderly – around 30 percent of the victims in fatal road accidents are over the age of 65.

The group aimed to draw attention to several overall principles that should be adopted by urban and traffic planners in regards to improving road safety. This includes the recognition that sustainable mobility is safe mobility, and that improvements to road safety will support a greater shift to sustainable modes of transport. The group also noted that the use of language is important, as referring to situations where people are injured or killed in traffic as accidents suggests that the issue is inevitable. The word crash is a good alternative, as traffic crashes can be avoided through good planning, behaviour, and helpful technological interventions. This will help to change the mindset of transport planners to ensure that road safety is always at the forefront of their decisions and processes.

SUMPs were identified as a key instrument for improving road safety overall. The group also had a

number of additional actions specific to cycling when carrying out sustainable urban mobility planning which would make a clear impact on road safety. This includes collecting hospital data on injuries and deaths from traffic, as is already common practice in Member States like Sweden. One of the fundamental principles of SUMP, that of breaking down silos and encouraging colleagues from different policy areas to work together on common goals, is especially relevant in the domain of road safety.

CIVINET ITALIA PROMOTES SUSTAINABLE AND AUTONOMOUS JOURNEYS TO SCHOOL

The [Italian CIVINET](#) organised a conference on commuting between home and school which was held on 4 April 2016 in Reggio Emilia. It brought together specialists, professionals, teachers and administrators to look at school students' travel in Italy and Europe and aimed to examine the potential benefits that both cities and residents can gain from specific policies and well-designed measures for home-to-school mobility. CIVITAS cities such as Reggio Emilia, Venice and Pesaro shared their experiences and highlighted the need for a multidisciplinary approach that takes, among other things, air quality, safety, health and autonomy into account.

At the conference, the draft of the "Home-School Mobility Charter" promoting safe, sustainable and autonomous mobility was presented, with five suggestions to make home-school routes a positive experience for children and families. This included resolving the issue of responsibility for children at the entrance and exit of a school, as currently schools are obliged to ensure that children are met by adults and not alone, therefore preventing children from going home by themselves and allowing them to travel autonomously.

Additionally, the Charter included provisions to: officially recognise school mobility managers, making this a permanent role and providing professional training and resources to support them in their work; integrate the topic in school curricula; establish interdisciplinary working groups on the topic in local administrations and providing adequate resources; and recognise home-to-school mobility as a priority for municipalities by including it in national and local planning tools.

A number of ideas came up to add to the charter as it was shared over the following weeks. [The final version](#) was presented on 30 June in Florence during a conference entitled 'Getting around in Tuscany' and organised by the Region of Tuscany. Once the charter has been signed by all entities, it will be officially submitted to the relevant ministries at the national government level.

CIVITAS SUPPORTS SAFE ROUTES TO SCHOOL IN NOVA GORICA (SLOVENIA)

The city of Nova Gorica lies right on the border between Slovenia and Italy. The city is working on a cross-border SUMP together with six other municipalities: five in Slovenia and the city of Gorizia in Italy. One of the aims of the plan is to increase the safety of children travelling to school on foot or by bicycle. To make progress on this goal, Nova Gorica successfully applied to the CIVITAS Activity Fund for co-funding to develop a means of indicating safe routes for schoolchildren on the city's roads, with the help of the universities of Perugia (Italy) and Maribor (Slovenia).



Image: Steinar La Engeland | unsplash

There are no national guidelines for markings for safe school routes in Slovenia, so the project began with a study to determine how the city could develop their own. Experts working on the project drew on good practice from elsewhere in Slovenia as well as across Europe and recommendations in European legislation, and also conducted field work to gather data on current levels of road safety in Nova Gorica. Nova Gorica also examined a tool which assesses the quality of painted road markings and maintenance and replacement needs, which was developed under a previous phase of CIVITAS.

As a result of this research, the project produced three sets of guidelines; one for creating plans of school routes, analysing traffic safety on routes, and best practice for road markings. The feasibility of making road marking 'smart' by installing communications chips and allowing children and parents to find the safest route to school with a mobile application was also studied. The results of the study and the new guidance were shared with the other six municipalities involved in the cross-border SUMP.

STUDYING ACTIVE MOBILITY AND PUBLIC ENGAGEMENT IN NAPLES (ITALY)

A small-scale bike sharing project has been introduced in Naples, the third-largest city in Italy. 'Bike Sharing Napoli' is supported by the Italian government and currently offers 100 bicycles from ten intermodal stations across the city centre. Due

to the success of the project, there are now ambitions to increase the number of bicycles and the coverage of bike sharing across the city.

Cleanap, a sustainable community development organisation based in Naples, successfully applied for CIVITAS co-funding to carry out a feasibility study for the bike-sharing scheme's expansion. Cleanap coordinates the research project that implemented Bike Sharing Napoli, and aims to increase the number of stations in the city to at least 100. Currently, the system has around 14,000 users and sees 2025 daily journeys carried out by bike sharing.

To prepare the ground for this, Cleanap developed a proposal of a further 100 locations for more bike-sharing stations at locations with good connections to other forms of transport. An important part of this process was engaging 385 local residents on their views, and this was done completed in four stages. The first step was a survey among local residents on their travel habits and lifestyles to further determine good potential sites for bike-sharing stations, which is the second phase of the project.

In the third stage, feedback was provided by local residents about the mapping of potential bike sharing sites across Naples and their comments and suggestions were taken into account. Finally, a report was produced to be the basis for more work on preparing for an expansion of Bike Sharing Napoli, and was submitted to the city government. By including residents in the process of planning the enlargement of the scheme, a sense of ownership is fostered and the adoption of bike sharing by more people will be more likely.

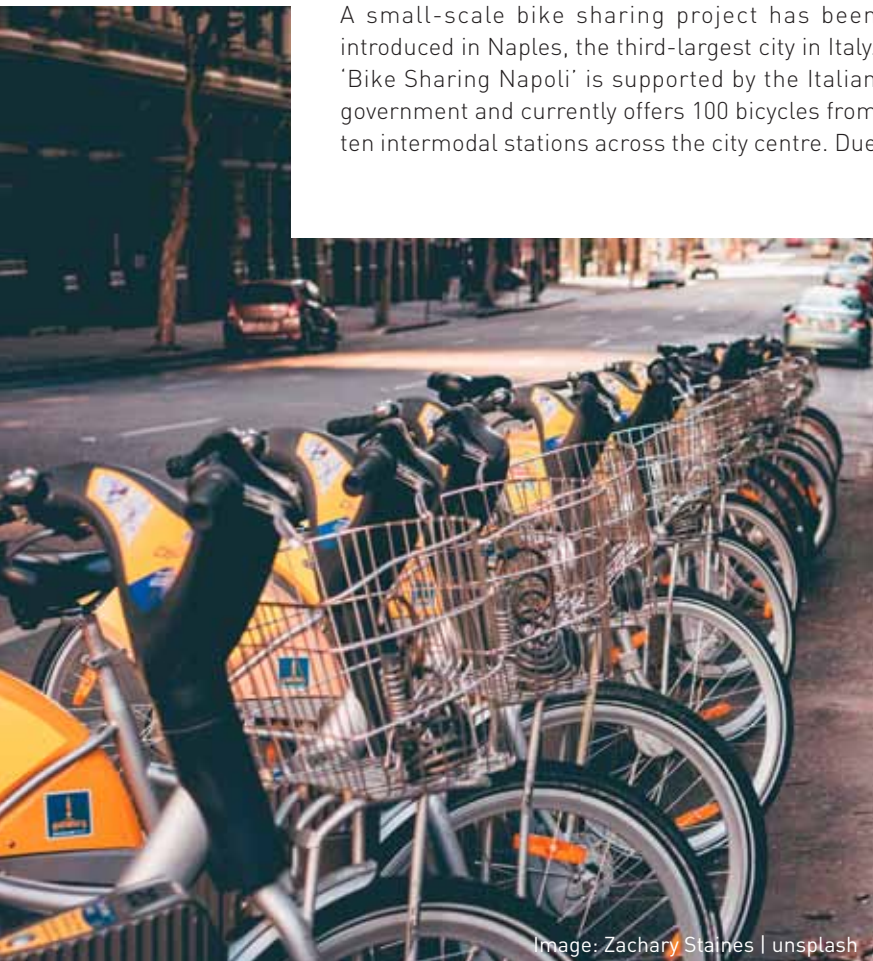


Image: Zachary Staines | unsplash

Facts and Figures on CIVITAS PLUS II

- The Thematic Groups have all grown their membership, sometimes by up to 30 percent. To join your peers in the Thematic Groups, visit the Thematic Groups page, and subscribe to a group that interests you.
- More than 500 users are enrolled in 16 e-courses available online through the CIVITAS Learning Centre. Visit the Learning Centre to join them.
- Five CIVINETs were established in 2013, bringing the total up to ten. Many have increased their membership, and another CIVINET for Romanian-speaking cities has been launched. Visit the CIVINET pages to find out more.

SMART MOBILITY FOR SMART GROWTH AND JOBS

INTRODUCTION

The constant development of new technologies and techniques and their application to transport is inevitable, and is a process in which cities must involve themselves. These advances are already delivering a number of benefits for transport systems, such as reductions in traffic congestion and costs associated with moving people and goods. Moreover, more intelligent use of methods and resources for planning and monitoring transport can help to make the case for improvements that aim to boost the sustainability of transport systems. All this can help to serve economic activity and development, growing local economies and employment opportunities.

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 Data and Statistics. We're putting the spotlight on a project to better organise freight deliveries in the north west of Sicily with the help of the Slovenian capital of Ljubljana. Finally, the CIVINET UK and Ireland reports on a workshop held earlier this year on the possibilities for collaboration between public transport operators and passengers that smartphone technologies offer.

THEMATIC ANALYSIS

There is no separation between Europe's transport systems and its economies. When run efficiently, transport allows people to carry out their lives in the way they plan, or send and receive products on time. On the other hand, when transport does not serve these ends properly, it becomes a barrier to economic growth and access to employment. The collection, analysis and use of real-time traffic data is one means to deal with the constant problem of traffic congestion, reducing disruption and enabling traffic flows to continue unimpeded.

A particular form of urban traffic that is both a help and in some ways a hindrance to economic growth are freight vehicles. Although they are essential for urban businesses to stock their shops and offices with products, they can often cause traffic congestion and make spending time in inner city areas less pleasant. There are ways to combat this,

such as by regulating delivery times to reduce disruption to other traffic, or consolidating freight and using small low-emission vehicles or even cargo bikes.

Smartphone applications that combine transport information, journey planning and smart ticketing are a great tool to increase the accessibility and attractiveness of public transport, as well as make it more convenient to pay for journeys and reduce the problem of fare evasion. However smartphones can also be a great way for transport companies and their customers to communicate, such as surveying travelers on their transport habits to better tailor offers and information to them, or engaging users help in finding areas for maintenance or repair and increasing the resilience of the transport systems as a whole.

The CIVITAS Advisory Group on Data and Statistics devised strategies to help cities access and use the huge range of statistics at their disposal to help them make the arguments for sustainable urban mobility improvements. The CIVINET UK and Ireland have been looking into the ways that smartphones can be an innovative way for transport operators to communicate with their customers and vice versa. Additionally, a project co-funded by the CIVITAS Activity Fund looked at making urban freight more complementary to the tourist destination of north west Sicily around the cities of Taormina and Giardini Naxos.

POLICY CONTEXT

The European Commission is highlighting the potential for smart solutions as a tool to support more sustainable transport, and hopes that Member States and cities are also prepared to adopt technological advances to resolve transport problems. The UMP highlights Intelligent Transport Systems (ITS) as one method to increase the efficiency of the transport system, as well as improvements to how urban freight is managed. The 2011 Transport White Paper also aims to see CO₂-free urban freight in urban centres by 2030.

In its recent [strategy for low-emission mobility](#), the European Commission makes specific mention of the role that Cooperative Intelligent Transport Systems (C-ITS) have in increasing the efficiency



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and attractiveness of transport, as well as to improve road safety. The Commission is preparing a plan to stimulate the use of such technologies, which will make it possible for vehicles to communicate with one another and with infrastructure, thereby helping to reduce traffic congestion and the risk of accidents.

The Commission has also recently published a list of 195 transport projects which [will receive a combined total of €6.7 billion](#) in EU funding. The investment will unlock additional public and private co-financing for a combined amount of €9.6 billion. Projects are primarily located on the TEN-T core corridor networks across the EU, and are expected to promote modal integration as well as advancing ITS for efficient infrastructure use, integrating urban areas into the TEN-T, enhancing safety and promoting clean vehicles. The investment is also expected to create around 100,000 jobs by 2030.

A LOOK BACK AT THE CIVITAS ADVISORY GROUPS

One of the main features of CIVITAS CAPITAL was the setup of ten Advisory Groups of experts who were asked to provide recommendations and advice to inform future European Commission policy in a range of areas. Headed by technical supports drawn from CIVITAS CAPITAL partners and guided by representatives of the European Commission, the groups met throughout the duration of the project from 2014 until 2016 to discuss important issues in their assigned topics.

Topics ranged from areas that have long been priorities for European transport policy, such as improving road safety or increasing uptake of clean vehicles by European local governments. Topics which have developed in recent years also received dedicated groups, such as one on strengthening

SUMPs and improving the quality of their implementation, as well as the specific case of sustainable urban mobility planning in small and medium-sized cities. Lastly, there were some groups reacting to new developments in urban mobility such as co-modality, as well as those whose recommendations were input for development of specific EU legislation such as the ITS Directive.

Experts were collectively proposed by the European Commission and by CIVITAS CAPITAL's partners, and groups were balanced to ensure a broad range in terms of background and the organisations represented, as well as a good geographic spread. Membership of the groups was kept flexible to accommodate the character of the discussions, with some members only attending a few meetings to provide their contributions rather than maintaining a constant presence throughout. Some groups also provided topical presentations by outside parties as input to the group discussions, helping the groups to frame their thoughts with practical examples.

Each group prepared final reports emphasising the key conclusions and recommendations that they would give to the European Commission according to their policy area. Some groups also prepared selections of best practice on topics such as urban freight. Experts from Advisory Groups also contributed to other publications developed through CIVITAS CAPITAL, such as '[CIVITAS guide: procuring sustainable mobility](#)' and '[CIVITAS voices: inspiring stories and expert ideas for better urban mobility](#)'.

DEMAND MANAGEMENT STRATEGIES PROVOKE INSIGHTS FOR MORE EFFICIENT TRANSPORT

Demand management strategies can reduce traffic congestion and optimise the use of road space through a variety of regulatory measures and economic incentives and disincentives. The CIVITAS Thematic Group on Demand Management Strategies focuses on the strategic and operative management of parking spaces and traffic rules. Since October 2015 26 new members have joined this Thematic Group, bringing the total number to 77 members.

Two new publications on the topic were CIVITAS Insights. [Insight 4](#) throws a spotlight on strategic management of parking that can dissuade some car users from driving to highly congested places or during peak times and encourage the use of

more sustainable modes. Considering the needs of residents, ensuring that quality travel options exist, and providing education on the benefits of parking management are crucial to the measure's success.

The [sixth CIVITAS Insight](#) concerns access controls, many forms of which are not new to Europe. Cities have been decreasing the numbers of cars in crowded historic centres that were never designed with motorised vehicles in mind for over 40 years. However, with the advent of new technologies, access can be controlled for certain types of vehicles or user groups. Likewise, information, payment and enforcement technology has made the management of where, when, and even if cars can park more effectively.

ADVISORY GROUP TACKLES EFFECTIVE USE OF TRANSPORT DATA AND STATISTICS

Cities can take advantage of data and statistics to provide a comprehensive view of mobility in a city. However, cities often lack guidance about the use of statistics to inform their planning and decision making. The task of providing cities with advice on how they can better use data and statistics was given to one of the CIVITAS Advisory Groups, complementing the European Commission's work on the Urban Mobility Scorecard which assesses the quality and performance of cities' mobility policies.

The experts in the group first engaged in a brainstorming exercise to understand the needs of cities regarding using data. They concluded that the most prominent questions that cities would need to clarify would be what kinds of data to gather and how to prioritise different types of data, the methodology for data-gathering, whether examples of good practice from other cities already exist and how they could best communicate the results of their data collection to politicians and the general public. Practical concerns such as the skills, time, and investment needed in data collection are also relevant.

Over the course of its discussions, the group produced a short guide, which provided a set of simple, easy to use indicators to measure how well a transport system is performing. Indicators included in the guide are organised within four main categories: outputs, or what the city has actually delivered or implemented; intermediate outcomes such as travel patterns; final outcomes, including the speed and reliability of public transport; and the

final impact on policy objectives such as air pollution, health, and safety. These are further subdivided by different modes of transport.

Information was obtained from a number of cities across Europe, including Copenhagen (Denmark), Edinburgh (United Kingdom), Paris (France), Stuttgart (Germany) and Zurich (Switzerland). The results and feedback received from cities were compared and contrasted, and the performance of different aspects analysed to enable an overview of the relevance and applicability of such indicator sets.

CIVINET UK AND IRELAND LEARNS ABOUT THE POTENTIAL OF SMARTPHONES FOR PUBLIC TRANSPORT

The use of smartphone applications for public transport operators to display information, plan routes and sell tickets is now well-established practice. However, there are yet more areas where smartphones can offer opportunities and better value to users of public transport as well as to operators. For this reason, the CIVINET UK and Ireland organised a workshop in Birmingham (United Kingdom) on 24 November 2015 to hear how from representatives of local governments, academia, start-ups and consultancies.

A key outcome of the event was the increased understanding of the value of travel data, and speakers highlighted how using this data can create benefits for stakeholders. One billion British pounds are spent annually on mobile marketing in the UK to market to consumers who look at their mobile phones 100 times per day on average. Businesses are seeking 'moments of maximum opportunity' to accurately target consumers, and similar approaches could be used by transport operators.

One example of this could be encouraging consumers to share their travel histories, which in return would allow better targeted advertising for the services they use and discounted travel as a reward. Crowdsourcing techniques through journey planners could allow the public to report damaged infrastructure for maintenance. Gamification, a method to encourage changes in behaviour through the application of game mechanics, could help to move journeys from cars to public transport or walking and cycling.

Participants in the workshop came away with a better awareness of the alternative uses for smartphones as an interface between public



Image: Sebastien Gabriel | unsplash

transport operators and their customers. This goes beyond the conventional uses for transport applications, indicating a future where the two groups can collaborate to secure better and more efficient transport.

PARKING MANAGEMENT AN IMPORTANT TOPIC FOR CZECH AND SLOVAK CIVINET

The CIVINET for the Czech and Slovak Republics organised a training event on parking management by the Push&Pull project on 24 November 2015 in Prague (Czech Republic). Hosted by the Czech Ministry of Transport, the event aimed to promote parking management in cities, and attracted 28 participants from municipalities, consultancies and parking management operators in both countries. The training was lead by Martina Hertel from the German Institute for Urban Studies (DIFU).

All participants were asked to send their questions related to parking management in advance, so that DIFU experts had the opportunity to prepare tailor-made presentations and answers and were well prepared for the discussion. Seven participants took advantage of this, with their questions dealing with legislation for parking management, political issues, level of parking fees, good practice examples, integration of paid parking with travel tickets for public transport, public acceptance and specifics of parking in city centres.

The first presentation gave a short introduction to the Push&Pull project. It was followed by a round table discussion about the situation in the Czech Republic. The main issues discussed were about

the main challenges in the Czech context and what must be changed to improve parking management as a means to push people towards more sustainable modes of transport. Making alternatives to car transport - the 'pull' factors - attractive to more people was also a topic for discussion.

Presentations on setting the framework for parking policy and on core funding mechanisms followed. There were also presentations from CDV - Transport Research Centre, the CIVINET's Secretariat, on parking and new mobility trends. A lively discussion followed these presentations, and this was also the point at which questions sent by participants were addressed.

The whole event brought fruitful information and inspiration to cities' representatives, and it was positively assessed by participants in terms of the content and the organisation. Parking is perceived as a very sensitive issue in the Czech Republic and the event presented a variety of measures and tools to better regulate traffic in cities.

PROJECT BRINGS KNOWLEDGE ON URBAN FREIGHT FROM LJUBLJANA (SLOVENIA) TO SICILY

The topic of how goods are transported through cities, whether to individuals in the post or to business owners from their suppliers, presents important questions and challenging problems to local governments. Newer trends such as making cities walkable, or longstanding aims to protect historic areas and buildings compound the challenges of managing urban freight in European cities.

The small cities of Giardini Naxos and Taormina in north-eastern Sicily also face challenges in this respect as they are popular tourist areas, receiving millions of visitors every year. Therefore, the cities

wanted to understand how Ljubljana, a leading city in terms of making a transition to sustainable mobility, managed freight deliveries within the historic city centre.

Based on a meeting and site visit with the City of Ljubljana to examine how the urban delivery system works in practice and understand the policy behind it, a study was carried out in the two cities. The survey consisted of two stages, the first of which analysed concerns such as existing commercial activity, commercial vehicle traffic, and many other data on urban freight in the area. This was used to develop a methodology for analysing urban freight networks which was also shared with 57 nearby municipalities.

The second part of the survey involved the identification of a set of technological solutions to improve the local urban freight situation. The City of Ljubljana followed the steps of the process closely to offer their advice, and the results of the study was shared with 102 participants at a final stakeholder meeting on 28 November 2015.

Facts and Figures on CIVITAS PLUS II

- CIVITAS is on LinkedIn, reaching out to a broad spectrum of people working in transport and public policy in Europe and beyond. The LinkedIn group grew by 15 percent in 2016 and now has over 1600 members - check out the group and connect with your peers.
- Four cities took advantage of the opportunity to have the impact of eight measures implemented previously within CIVITAS assessed under CAPITAL's long-term evaluation programme.

WHAT NEXT FOR CIVITAS?

CIVITAS CAPITAL will conclude in October 2016, with most of its activities completed by the end of the summer. In three years CAPITAL has, in cooperation with its sister project CIVITAS WIKI and the two demonstration projects under CIVITAS PLUS II, 2MOVE2 and DYN@MO, accomplished a great deal. A new phase of CIVITAS will begin to support the three new CIVITAS demonstration projects DESTINATIONS, ECCENTRIC and PORTIS, as well as coordinate activities and information across CIVITAS 2020 which includes a number of new research projects as well as those that already began in 2015.

The Thematic Groups under CAPITAL's management have added more members and received new perspectives on different measures, methodologies and practices. Thematic Group members have contributed to a number of events, most notably to the CIVITAS Summer Course from 7 – 10 June 2016 in Malaga (Spain). The CIVITAS Insights series has also been continually published since late 2015, giving introductions to different measures and topics, illustrated through examples from past phases of CIVITAS, and offering a considered look at the topic in the future.

With the conclusion of the Advisory Group meetings, their conclusions and recommendations have been submitted to the European Commission for their consideration for future policy or legislation. A number of groups have also published guidance on particular topics, or contributed their expert opinion to other publications.

The CIVITAS Learning Centre now has a suite of 16 online courses, educating members of the CIVITAS community and members of the public about general or more in-depth topics (including three different courses on mobility management and its application in schools and workplaces). The Learning Centre also organised in-person trainings and a placement programme, where staff from cities across Europe visited and learned from their peers elsewhere. This contributed to making CIVITAS recognised as a supplier of high-quality learning opportunities, as well as those offered through the CIVITAS Thematic Groups. In the next phase of the Initiative, the Learning Centre will be built upon to make CIVITAS recognised as the major online learning on urban mobility in Europe.

The CIVITAS Activity Fund awarded around 400,000 EUR to 44 projects, supporting cities and organisations all over the EU and beyond to prepare for and realise sustainable mobility measures in their cities. A number of the projects are profiled in the [CIVITAS voices case study compilation](#).

The ten CIVINETs are now well-established within their countries and regions, promoting CIVITAS and the opportunities and products it offers to a wider audience. They have also just been joined by the eleventh CIVINET for cities in Romanian-speaking regions. In the next phase of CIVITAS 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.

CAPITAL was tasked with further developing the knowledge-sharing activities within CIVITAS, finding synergies and capitalising on the past results of the Initiative. The project brought several innovations to the Initiative, such as the Advisory Groups and the Learning Centre, as well as continuing and strengthening existing groups such as the Thematic Groups and the CIVINETs. This has helped to strengthen CIVITAS and help it to promote its brand over the last few years, helping the Initiative to fulfill its objectives and therefore contribute towards those of the European Commission – reducing overall emissions from transport, ensuring better and safer access to transport for everyone, and developing transport systems that serve society's economic and environmental needs.

Thank you for following CAPITAL over the last few years – we hope to meet you through other CIVITAS activities and events in the near future!



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