

TEACHING MATERIAL GUIDANCE

1. Title of the material

CIVITAS CARAVEL Final Project Report

<https://civitas.eu/de/content/final-report-caravel-experience-travelling-towards-new-mobility>

2. Which section of the SUMP it is relevant to?

The material presents content relevant both at the stage of preparation for the development of the SUMP project (milestone No. 1) and enabling the analysis of the achieved successes and identification of barriers during implementation, indicating potential challenges (milestone No. 12)

3. Problem approached and content overview

The four CARAVEL cities were already well known in their respective countries as pioneers of innovative urban mobility policies. The experiences gained and lessons learned from measures implemented in the 1990s clearly indicated that single and isolated activities had only a marginal impact and were therefore no longer appropriate in the face of existing urban problems. It was clear that only radical changes in urban transport would lead to effective solutions. In this context, the main focus of CIVITAS CARAVEL was to embed the individual measures into overarching urban policies covering strategic objectives such as quality of life, economic competitiveness and the transfer of experiences.

The material is an accessible report on the activities carried out under the project in 4 cities implementing the project (Genoa, Krakow, Stuttgart, Burgos). CIVITAS CARAVEL measures included large-scale demonstration activities with a substantial impact, such as the extension and enforcement of access restriction zones; improvements to road and parking pricing; and the development of freight distribution schemes. A total of 54 integrated measures were implemented during the project, covering all eight CIVITAS policy fields. Examples are provided below.

Genoa enhanced its car-sharing system by the addition of specially adapted cars for disabled drivers and by introducing the shared use of cars by private individuals and public institutions, with a more energy efficient fleet. The access control scheme was extended through a pricing scheme for goods distribution in the city centre, based on a mobility credit concept. All stakeholder needs were taken into account during the development phase. The measure led to changes in delivery behaviour, resulting in fewer vans and cars circulating in the historic city centre.

Krakow implemented the first demand-responsive (bus) service in Poland. It was the result of a real transfer of ideas and IT solutions from Genoa to Krakow. Krakow introduced an integrated ticket covering public and private transport operators from the



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city and the region, and took steps towards opening a transfer centre where interested cities can find vital information for their own mobility projects. Krakow was the first city in Poland to implement a public bike scheme.

Burgos devoted considerable efforts to stakeholder participation, including representatives from the general population, shopkeepers, hotel owners, technology providers, consultants, and relevant departments of the city council. This created a momentum in urban development projects, enabling Burgos to improve the quality of the historic city centre by introducing selective access restrictions for motorised transport in sensitive areas, and enhancing the accessibility of central areas by significantly improving the quality of public transport. Burgos has received several awards for its efforts.

Stuttgart extended its existing car-pooling system: many companies in Stuttgart and the region – including some of the world’s leading enterprises in the automobile and IT sector – have integrated the system into their intranets and many towns in the region have set up links on their internet sites to the car-pooling system. Football stadiums and the local zoo were also integrated into the system. Stuttgart hosts Germany’s first integrated traffic management centre where the city traffic management, the police, the fire department, the emergency services and the public transport operator work together under one roof.

4. Who could be interested in this material?

Students who are looking for:

- examples of completed projects with hard implementation case study for an area with traffic restrictions,
- examples of the research process related to the mobility analysis, including data collection, diagnosis, analysis and evaluation, planning and design of activities and the results of the entire project,
- identification of potential barriers during the implementation of the project by the authorities, residents and stakeholders.

5. What is worth mentioning as an innovative factor for the reader?

The material was prepared in a simple and accessible form. It shows the process of cooperation between partners who pursue common goals, but with different, innovative solutions. It is worth paying attention to the conclusions and the summary in which the barriers encountered during the implementation of the project were identified. Recommendations for other SUMP preparation units were also presented.

6. Limitations

During the project implementation, it was quite innovative due to the developed recommendations and implemented solutions. The report refers only with the process of implementing the program and shows its implemented results. It is worth looking for information on the effectiveness of implemented solutions after more than 10 years.

