

TEACHING MATERIAL GUIDANCE

1. Title of the material

CIVITAS Guide for urban transport professional. Results and lessons of long term evaluation of the civitas initiative.

<https://civitas.eu/content/civitas-guide-urban-transport-professional-en>

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

The material presents in a very specific way the meaning and need to implement projects under the CIVITAS sign. It shows how the assumptions of the developed SUMPs can be implemented. The material is an excellent material for the preparatory phase (no.1), showing the vision of the entire project and the generalized project roadmap.

3. Problem approached and content overview

During the ten years of the CIVITAS Initiative, more than 730 technical and policy-based urban transport measures have been developed and implemented. In several evaluations of their impacts and processes, valuable lessons for implementation in other cities were derived. This handbook shows to what extent CIVITAS functions as a catalyst for the intended paradigm shift towards new urban sustainable mobility. For mobility professionals working for city authorities, CIVITAS has much to offer in that respect: numerous examples of successful measures that, embedded in urban mobility policies, give substance to the transition towards cleaner and better urban transport. This handbook provides access to those examples.

The report begins with a description of the basics how to create a healthy environment for citizens. Urban transport can have a profound negative effect on health including premature death from air pollution, obesity resulting from lack of activity and traffic noise that causes sleep problems. Freight consolidation, clean vehicles, carpooling, car-sharing, and stimulation of slow modes contribute to citizens' health.

The fourth part of the report describes how to create an economically viable and accessible city. Congestion and traffic standstills, especially during peak hours, are among the most visible problems in European cities. Inaccessibility of urban areas comes at a cost: an estimated one percent of the GDP annually. The most obvious approach – and that used through much of the second half of the twentieth century – is to counter congestion by increasing road capacity. However, additional road space has been demonstrated to induce travel demand and in turn generate more traffic. It is also difficult and costly to expand road capacity within urban areas. Instead, several integrated packages of local transport and traffic management projects have been tested within CIVITAS. These packages turned out to be very cost effective. Most notable are: carpooling, congestion charging, traffic management, mobility management and better public transport.



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The next part of the report describes how to ensure a safe and secure urban environment and mobility. Road accidents are responsible for about 34,500 deaths and 1.6 million injuries annually (more than 60 percent within built-up area). Most policy measures within the CIVITAS Initiative have a positive effect on traffic safety. Or to be more specific, the CIVITAS measures not only improve air quality but also lead to fewer people being killed and injured. This effect is easily forgotten when sustainable transport policies are presented. The most effective measures in this respect are better access to public transport for disabled passengers, freight consolidation, stimulation of slow modes, carpooling and car-sharing.

The fourth part of the report describes How to involve citizens and other urban mobility stakeholders to create the sustainability mobility. The CIVITAS Initiative proved the importance of stakeholder engagement. Many of the policies it experimented with were aimed at this goal. The main challenge these activities tried to address is how to obtain legitimisation and wide support for innovative urban transport improvements. Policies are more successful with the appropriate level of involvement from stakeholders, be it neighbouring public authorities, companies, lobby groups, representative organisations or individual citizens. In general, the aim within CIVITAS was to increase the involvement of stakeholders and citizens. Each policy or individual mobility measure requires its own level of engagement and its own method of involvement.

The last part of the report describes how to achieve policy goals while ensuring that mobility needs of society and its citizens are met. Many CIVITAS cities put considerable effort into the strategic policy planning process. Based on these experiences, both the Action Plan on Urban Mobility as well as the Transport White Paper stimulate the wide take-up of Sustainable Urban Mobility Plans. A number of case studies show the experiences of the CIVITAS cities.

4. Who could be interested in this material?

Students who are looking for:

- information on how to show decision-makers about the need to implement SUMP,
- information on designing a city friendly to residents,
- synthesis of selected implementations of civitas projects and their effectiveness.

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

The material is not distinguished by innovative innovations. Its strength is the presentation of a specific synthesis of the need and the method of preparing SUMP projects, showing the effectiveness of selected solutions.

6. Limitations

The material is a synthesis of the idea of implementing CIVITAS projects. In short, but very concretely, it shows the need, purpose and way of implementing solutions related to sustainable mobility. However, each of these areas requires more detail in other studies dedicated to individual stages of SUMP development.



The European Commission's support for the production of this publication does not constitute an endorsement of the contents, which reflect the views only of the authors, and the Commission cannot be held responsible for any use which may be made of the information contained therein



Co-funded by the
Erasmus+ Programme
of the European Union