The Last Mile Problem: Rethinking Collective Transport Solutions for High Density Employment Areas: Atidim, Israel

Collective passenger transport can encompass many aspects from traditional forms of public transport to car-sharing and flexible mobility services. In order to be viable, collective passenger transport needs to compete successfully with private cars in offering a sustainable door-to-door alternative. The case of Tel Aviv introduces two possible solutions to the problem of the ‘last mile’.

Every morning and evening a large number of commuters to and from the Atidim Hi-tech and Business Park in Tel Aviv, Israel. Since there are low number of direct access points to the main road for cars, the adjacent residential areas suffer from severe congestion during rush hours.

The Atidim Park is situated a little more than a mile from two train stations. The present project was aimed at finding multi-modal solutions that would enable commuters to reach high density employment areas from transport hubs using efficient, sustainable and environmentally friendly means.

To derive suitable solutions, the Tel Aviv Activity Based Transportation Model was calibrated in accordance with traffic counts and employee transport habit surveys. Based on the findings, two alternatives were chosen: improving and reinforcing an existing shuttle service from the University Train station to Atidim and vice versa, and developing a dedicated car-sharing online application for Atidim employees.

Usage of the improved shuttle service increased by 20% during morning hours and the level of satisfaction of the new service was also high, with 76% stating that they were satisfied or very satisfied with the service. Moreover 30% chose to work in Atidim because of the integrated multi modal services provided.

The findings regarding the car-sharing application are not as favourable. Although over 200 people registered for the service only 2 trips were carried out leading to the conclusion that car-sharing initiatives require some sort of incentive, financial or other, which was beyond the scope of this project.

Tel Aviv-Yafo is member of the CIVITAS 2MOVE2 project. For more information, contact Simona Leibovich - leibovich_si@mail.tel-aviv.gov.il.
There is a strong interest from planners and decision-makers in applying the Sustainable Urban Mobility Plan (SUMP) concept and initiating a paradigm shift towards sustainable urban mobility development. Four new SUMP Kits have been designed to support mobility practitioners in improving local transport planning processes and conducting quality SUMP preparation. The SUMP Kits are dedicated to providing practical advice underpinned by city examples on: cooperating with institutional stakeholders; engaging the public in the SUMP development process; selecting measures and measure packages; and carrying out monitoring and evaluation tasks.

The Kits are now available for download at the urban mobility observatory Eltis. They contain a quick-facts brochure, as well a comprehensive manual and e-learning courses inviting interested mobility practitioners to learn more about sustainable urban mobility planning at their own pace and from anywhere in the world.

The SUMP Kits have been developed in the CH4LLENGE project, which is co-funded by the European Commission’s Intelligent Energy Europe Programme and has the overall aim to facilitate the take-up of SUMPs throughout Europe. Further free SUMP resources prepared in the context of CH4LLENGE include a SUMP Glossary and a SUMP Self-Assessment tool that enables planning authorities to assess their plan’s compliance with the EU’s SUMP Guidelines.

The upcoming CIVITAS policy note released in February 2016 focuses on clean buses for public transport. This is a hot topic because the introduction of clean buses helps to reach the EU air quality targets and the buses can clearly impact a city’s CO2 footprint. The objective of this policy note is therefore to provide municipalities, local decision makers and public transport operators with information that can guide them in the initial strategic choice for a cleaner and more energy efficient bus concept.

Conventional diesel buses for public transportation in cities are flexible to operate and are widely used. In addition, the latest generation of buses operating on Euro VI standards has become significantly cleaner compared to the previous generation. That said, public transport authorities can choose between a variety of other propulsion technologies for their buses like hybrid buses, electric buses, fuel cell buses and a range of alternative fuels, offering new opportunities with regards to local emissions and sustainability. This means that an optimal solution can be chosen and tailored to the specific needs of a city.

On another level, local governments need to make cost-efficient decisions, which is often a challenging task. In this respect the policy note intends to facilitate the decision-making process of European municipalities on what fuel and technology to choose for public transport buses. It provides a range of facts about the available bus concepts based on real world data.

Put simply, this policy note will help you choose the right bus concept for your city.

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How to organize the transport of bikes on buses: the outcomes of the “bikes on buses” webinar

On November 2015 the CIVITAS Thematic Group Collective Passenger Transport organised the webinar titled Bikes on Buses to provide city planners and politicians with an overview on studies and success stories on planning and organising the transport of bikes on buses. The aim was to address key questions of the topic: how can bikes be transported on bus lines? Why combine bikes with public transport, and where can this solution be convenient and effective? Which normative, technical and operational aspects have to be taken into account? Representatives from the CIVITAS cities of Funchal, Zagreb and Brno presented their experiences and debated with the participants and thematic group members.

As announced by Michaela Haseleu during the webinar, a new study titled ‘Bicycles on Board’ was recently published. Written by Jiří Černý (Brno Public Transport Company DPMB) and Tom Daggers (IBC, Netherlands) in the framework of the CIVITAS project 2MOVE2, the study presents different technical solutions inspired by real practices that combine public transport with biking. It presents hardware and software solutions, offers an overview on rules and regulations, discusses legal issues, considers tariff conditions and stresses the importance of marketing and communication measures. Good practices in EU cities from Czech Republic, Austria, France, Germany, the Netherlands, Slovakia and Poland are also included.

The presentations of the webinar and the study cited above are all available at the event page: http://www.civitas.eu/content/civitas-webinar-bikes-buses. You can also visit the website for collective passenger thematic group and subscribe to their news and events: http://www.civitas.eu/TG/collective-passenger-transport.

Comment on CIVITAS Interactive @ http://www.civitas.eu/thematic-cooperation or on the CIVITAS LinkedIn Urban Mobility Group.

Collective Passenger Transport measures in CIVITAS Plus cities

Public transport is a key element of sustainable mobility in cities and can be made more attractive by increasing operational efficiency, harmonising tariffs and timetables, improving accessibility and upgrading interchange facilities. CIVITAS Plus cities that implemented measures to modernise collective passenger transport have seen an increase in user acceptance and improvements in the level of service. Monitoring and evaluation revealed that the number of public transport users and/or the modal share of public transport increased. Lastly, indicators for transport quality also showed significant progress.

For more information, visit: Collective Passenger Transport Measures in CIVITAS PLUS cities: FACTS & FIGURES
Aachen: Work travels with electric cars reduces the number of employees driving to work

The City of Aachen aims to replace business trips involving petrol-run vehicles with electric cars for all its employees. Since the beginning of February staff members of the Department for Children, Adolescents and Schools were obliged to use vehicles of the city administration’s new carpool facility for their work-related trips instead of private cars. Two electric cars (E-Smart) and one car with conventional drive technology (Ford Focus) can be easily booked by telephone, internet or smartphone application. The booking technique was developed by cambio car sharing.

Since using private cars for business trips is no longer allowed for the employees working at the Mozartstrasse, employees are expected to commute using alternative forms of transportation. The argument ‘I have to go to work by car because I have to use it for business trips’ no longer applies.

In the near future a third electric car will be available at the Town Hall to be used by employees of nearby city departments. The project, which will be tested for one year, is financed by CIVITAS DYN@MO and ‘emove’, a funding programme of the Federal government.

Highlights from the 2MOVE2 Study address different types of bike racks in buses

A common solution for efficiently combining bikes and buses is the use of front-side or rear-side bike racks. The use of front racks, with a capacity of 2 or 3 bicycles per bus unit, is not allowed in the EU for safety reasons but is widely used in North America (e.g. Vancouver, Portland). Research in the USA has shown that there is a low risk of accident from bike racks placed on front of urban busses. The main advantages of this solution are rapid loading and unloading of bikes (around 10 seconds per bike), as well as the good visibility and handling control for bus drivers.

Backside racks have been introduced in several European cities. Fixed to the frame of the vehicle, this purpose-built equipment can be opened to one side to reach the motor. The use of a camera and LCD display inside the bus is a good option, keeping in mind that the time needed to load or unload each bike is from 40-70 seconds. The cost of this solution varies from 800 to 1200 Euros, offering the capacity to carry up to 7-8 bikes.

Bicycles can also be transported inside buses. Apart from more specific solutions (adapted buses or designated areas), public transport operators can replace some conventional seats with hooks and folding seats, or they may simply create more free space for bicycles, wheelchairs and prams.
The first editions of the CIVITAS Insights, a series of more than 25 publications being developed under the CIVITAS CAPITAL project, are now available. CIVITAS Insights are compact publications that offer an overview on a certain topic and what has been done in CIVITAS cities in the past, as well as information on other projects and initiatives. The Insights also reveal what could be learned from past experiences and what the future outlook is.

Some of the Insights cover safer road infrastructure for cyclists and pedestrians and the high potential of walking itself, accessible mobility to enable independent living for all, social marketing for sustainable mobility and more efficient urban freight transport. Others discuss managing parking to reduce congestion and increase safety, the implications of car sharing and carpooling for vehicle use and ownership, and access regulations to facilitate cleaner and better transport. Future CIVITAS Insights will cover mobility planning, e-mobility, Intelligent Transport Systems, public participation, and many more topics. All of the Insights are made available on the CIVITAS website’s Key Publications page.

Have you been inspired by what you’ve read in an Insight? Then join the discussion either in a relevant CIVITAS Thematic Group, or on CIVITAS Interactive.

Author: Fred DOTTER | Mobil21

The City of Torino, the capital of the Piemonte Region in North-West Italy, just joined the CIVITAS Forum Network and the national network CIVINET Italia.

Torino, covering a 130 km² area with an urban population of 900,000 people and 2 million people in the metropolitan region, lies in a special natural position at the foothills of the Alps and crossed by four rivers.

Defined in recent decades by the strong presence of its automotive industry, Torino had long embraced a strong car-ownership culture. In recent years however, the change in the city’s identity from factory town to knowledge-based city raised more awareness on the environmental issues. A Sustainable Urban Mobility Plan was approved in 2010, aimed at reaching a relevant modal shift in favour of sustainable mobility.

Major national investments in mobility infrastructures have helped Torino develop an extensive network of public transport modes (underground, trams, buses, trains). The city is now working to improve the existing system and to support the development of new forms of transport such as electric vehicles, bike sharing, car sharing and car pooling.

The project of bicycle lane construction is one of the most important infrastructural projects in Podgorica. Podgorica, thanks to its landscape, boasts excellent potential for developing bike transport, an initiative which has won the backing of the local government.

The main project of rebuilding and redesigning city roads to accommodate the bicycle lanes in Podgorica involves five bicycle traffic corridors. Construction of the first bicycle lane was finished in December 2015 (Corridor 3, from the Vlada Cetkovicka to St. Boulevard Mihaila Lalica and Boulevard Svetog Petra Cetinjskog to Kraljev Park).

The bicycle lane construction was realized through the donation of the Embassy of People’s Republic of China. In honor of donator, the bicycle lane is named ‘Beijing’. Such collaboration will bring many benefits to future partnerships and friendship between Podgorica and China. The completion of the first biking corridor falls under the different improvement initiatives related to sports and recreational infrastructure in the Capital of Montenegro.
UPCOMING EVENTS

CIVITAS Forum Conference 2016 will be held 28-30 of September in Gdynia, Poland

Join the CIVITAS Study Tour on Urban ITS, 30-31 May 2016, Helmond (The Netherlands)

You are warmly invited to join the CIVITAS study tour on Urban ITS in Helmond on May 30th and 31st. The study tour offers to experience innovations happening in the ‘silicon valley’ of Europe: the ‘road of the future’, the Van Gogh-Roosegaarde cycle path, the innovative traffic control centre and the ‘crossing of the future’.

Local innovators and policy makers will share their experience and practices. This tour is of particular relevance for professionals working in urban ITS and traffic management domain.

This study tour is organized by the CIVITAS Thematic Group on Transport Telematics, CIVINET Netherlands and Flanders & CIVITAS WIKI.

For more information contact Tariq Van Roijen at tariq.vanroois@tno.nl or Teije Gorris at learningcentre@civitas.eu or visit the CIVITAS website event.

MOBILITY FOR BETTER LIFE – Join the CIVITAS summer course

When? 7-10 June 2016
Where? Malaga, Spain
Themes? Health and well-being, active travel, transport and parking economics, public space

The success of sustainable urban mobility policies cannot be measured only in terms of cost-benefit ratios. Sustainable mobility can make a large contribution to the happiness, well-being and health of citizens. It helps to create vibrant public spaces where people can meet and local economy can thrive.

This CIVITAS Summer Course will be an interactive training event led by renowned experts. It will include practical assignments in the streets of Malaga to apply the lessons learned during the presentations and discussions. Participants that successfully conclude the Summer Course will receive a ‘CIVITAS Learning Centre’ certificate.

For more information, see CIVITAS event website or contact Sarah Martens sarah.martens@mobiel21.be or Fred Dotter fred.dotter@mobiel21.be.
CIVINET NEWS

Training held for sustainable transport professionals on accessing EU funds

CIVINET UKI recently ran its first training workshop on accessing EU funds for sustainable transport professionals in January 2016 that was tailored for Scottish local authorities. The interactive half-day event provided an overview of EU funding schemes relating to sustainable transport, with a spotlight on Horizon 2020. Participants also worked in sessions to consider:

- the pros and cons of involvement in EU funding bids and projects
- coordinating an EU bid, with a focus on schemes specific to Scotland.

Transport Scotland hosted the event at the Scottish Government offices. Archie Stoddart, Head of the organisation’s Transport Strategy Unit, facilitated the session on bid coordination. Further expertise was provided by Daniela Rosca, Head of the EC’s Clean Transport & Sustainable Urban Mobility Unit, Stephen Alexander, Horizon 2020 Legal & Financial National Contact Point, and Fiona McLean, European Project Development Manager, TTR.

CIVINET UKI hopes to repeat this training in other parts of the British Isles, adapted to specific country circumstances. Complementary written guidance on accessing EU funds is now available as a member benefit.

CIVINET Slovenia-Croatia is now CIVINET Slovenia-Croatia-South East Europe

Besides members from Slovenia and Croatia, the Network also attracts towns and other stakeholders from South East Europe. With this in mind, the name of the network was recently changed to CIVINET Slovenia - Croatia - South East Europe (SEE).

The Network currently has 81 members: 38 from Slovenia, 30 from Croatia and 13 members from Bulgaria, Bosnia & Herzegovina, Macedonia, Montenegro and Serbia. Almost half of the members are cities, while others are important sustainable mobility stakeholders such as civil society organisations, public transport providers, institutes, faculties, and ministries. The network is proud to boast the highest membership among all European CIVINET’s.

Since its establishment in 2013 the network organised five study tours and twelve events. The last activity was a two-day study tour to Graz, Austria, together with CIVINET Deutscher Sprachraum and Magyar CIVINET. Learn more about the network through its website: civinet-slohr.eu.

Tram Traffic in the City of Zagreb

The Faculty of Transport and Traffic Sciences of the University of Zagreb (Department of Urban Transport) conducted research of the entire tram network in the city. The research revolved around the operating speed of the vehicles within the development of Sustainable Urban Mobility Plan established in 2014. The researchers obtained relevant data by placing GPS data loggers in trams and analysed current dynamic performance of tram network and the current state of tram priority in general (yellow lane enforcement, signal priority, and physical segregation). The resulting network operating speed of 12.4 km/h in peak periods showed that tram transport becomes unattractive if compared to other transport modes such as cycling (14.5 km/h) and private car (16.1 km/h). Also, researchers detected critical spots on the network, revealing possible operating speed improvements. Future research will tackle optimisation of the tram network as a part of the SUMP development in the City of Zagreb within EU-funded projects.
About the MOVE newsletter

This quarterly newsletter serves to inform all those with an interest in sustainable urban mobility. It reports on developments in the field, including activities of pioneering CIVITAS cities and policy updates from the European Commission. Contributions are sourced from participating cities and organisations, as well as from the Directorate General for Mobility and Transport.

For further information on the MOVE newsletter please contact:
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Publisher INOVA+, Portugal
Editors INOVA+, Portugal and INTRASOFT Luxembourg
Layout INTRASOFT, Luxembourg

Acknowledgement

This publication is produced under the auspices of CIVITAS WIKI, a Support Action for coordination and dissemination funded through the EC’s Seventh Framework Programme for Research and Technological Development.

WIKI stands for Advancing Sustainable Urban Transport in an Enlarged Europe through CIVITAS.

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Register on civitas.eu (if you are already registered, simply log-in) and start a new interaction. For more information http://www.civitas.eu/thematic-cooperation or contact Tito Stefanelli at stefanelli@trt.it

Move

The CIVITAS Initiative Quarterly Newsletter

25 | April 2016

The CREATE (Congestion Reduction in Europe, Advancing Transport Efficiency) project aims to reduce traffic congestion in cities by decoupling car use from economic growth by exploring possible solutions and suitable alternatives. CREATE focuses on developing new congestion and network performance indicators to support cities in reducing car use and investing in sustainable mobility.

Its approach is based on the Transport Policy Evolution Cycle which progressively shifts the policy emphasis and investment priorities from traffic growth with a car-oriented approach (Stage 1) to efforts for improving living conditions of urban citizens (Stage 3).


Cars in the city: how to decouple car use from economic growth with CIVITAS CREATE

By using data analysis, comprehensive research, historical studies and on-site exchanges, the CREATE project will develop tools and guidelines for cities to reduce car use and promote liveability. In summary, CREATE will renew the debate on measurement of congestion and address the challenges of city growth and mobility densification.

For more information, see event website www.create-mobility.eu or contact Melanie Leroy melanie.leroy@eurocities.eu.

European Commission released the new European Alternative Fuels Observatory

The objective of this Observatory is to be the one-stop-shop for all data and relevant information regarding alternative transport fuels in Europe. The current version of the portal covers electricity. The second version to be released in June will also cover hydrogen and natural gas. A third version is being considered for late 2016 or 2017 to also cover biofuels and LPG.

The Observatory is there to support the development of alternative transport fuels in Europe and assist the Member States with the implementation of Directive 2014/94/EU on the deployment of recharging and refueling stations. This Directive requires that the Member States ensure a minimum coverage of certain alternative fuels by end 2020, or end 2025 or end 2030 depending on the fuels. The Observatory will also be of great use to cities as a pilot of 20 cities are developing a city-specific factsheet for the deployment of alternative transport fuels, which will be ready this summer. Interested cities are encouraged to contact the EAFO team.

The Observatory is managed by a consortium led by AVERE, the European Association for Electromobility. Also involved are POLIS, a leading association of cities; the VUB, the Flemish University of Brussels; TNO, a consultancy; and Tobania, an IT company.

The Observatory has been published at EAFO website. Questions, requests for further information and offers to contribute can be directed at info@eafo.eu.