

CiViTAS
Cleaner and better transport in cities

ARCHIMEDES

AALBORG • BRIGHTON & HOVE • DONOSTIA-SAN SEBASTIÁN • IAȘI • MONZA • ÚSTÍ NAD LABEM

IASI

T11. 1 – New School Bus Link in Iasi

Iasi

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1. Introduction

1.1 Background CIVITAS

CIVITAS - cleaner and better transport in cities - stands for City-VITALity-Sustainability. With the CIVITAS Initiative, the EC aims to generate a decisive breakthrough by supporting and evaluating the implementation of ambitious integrated sustainable urban transport strategies that should make a real difference for the welfare of the European citizen.

CIVITAS I started in early 2002 (within the 5th Framework Research Programme);
CIVITAS II started in early 2005 (within the 6th Framework Research Programme) and
CIVITAS PLUS started in late 2008 (within the 7th Framework Research Programme).

The objective of CIVITAS-Plus is to test and increase the understanding of the frameworks, processes and packaging required to successfully introduce bold, integrated and innovative strategies for clean and sustainable urban transport that address concerns related to energy-efficiency, transport policy and road safety, alternative fuels and the environment.

Within CIVITAS I (2002-2006) there were 19 cities clustered in 4 demonstration projects, within CIVITAS II (2005-2009) 17 cities in 4 demonstration projects, whilst within CIVITAS PLUS (2008-2012) 25 cities in 5 demonstration projects are taking part. These demonstration cities all over Europe are funded by the European Commission.

Objectives:

- to promote and implement sustainable, clean and (energy) efficient urban transport measures
- to implement integrated packages of technology and policy measures in the field of energy and transport in 8 categories of measures
- to build up critical mass and markets for innovation

Horizontal projects support the CIVITAS demonstration projects & cities by :

- Cross-site evaluation and Europe wide dissemination in co-operation with the demonstration projects
- The organisation of the annual meeting of CIVITAS Forum members
- Providing the Secretariat for the Political Advisory Committee (PAC)
- Development of policy recommendations for a long-term multiplier effect of CIVITAS

Key elements of CIVITAS

- CIVITAS is co-ordinated by cities: it is a programme “of cities for cities”
- Cities are in the heart of local public private partnerships
- Political commitment is a basic requirement
- Cities are living ‘Laboratories’ for learning and evaluating

1.2 Background ARCHIMEDES

ARCHIMEDES is an integrating project, bringing together 6 European cities to address problems and opportunities for creating environmentally sustainable, safe and energy efficient transport systems in medium sized urban areas.

The objective of ARCHIMEDES is to introduce innovative, integrated and ambitious strategies for clean, energy-efficient, sustainable urban transport to achieve significant impacts in the policy fields of energy, transport, and environmental sustainability. An ambitious blend of policy tools and measures will increase energy-efficiency in transport, provide safer and more convenient travel for all, using a higher share of clean engine technology and fuels, resulting in an enhanced urban environment (including reduced noise and air pollution). Visible and measurable impacts will result from significantly sized measures in specific innovation areas. Demonstrations of innovative transport technologies, policy measures and partnership working, combined with targeted research, will verify the best frameworks, processes and packaging required to successfully transfer the strategies to other cities.

1.3 Participant Cities

The ARCHIMEDES project focuses on activities in specific innovation areas of each city, known as the ARCHIMEDES corridor or zone (depending on shape and geography). These innovation areas extend to the peri-urban fringe and the administrative boundaries of regional authorities and neighbouring administrations.

The two Learning cities, to which experience and best-practice will be transferred, are Monza (Italy) and Ústí nad Labem (Czech Republic). The strategy for the project is to ensure that the tools and measures developed have the widest application throughout Europe, tested via the Learning Cities' activities and interaction with the Lead City partners.

1.3.1 Leading City Innovation Areas

The four Leading cities in the ARCHIMEDES project are:

- Aalborg (Denmark);
- Brighton & Hove (UK);
- Donostia-San Sebastián (Spain); and
- Iasi (Romania).

Together the Lead Cities in ARCHIMEDES cover different geographic parts of Europe. They have the full support of the relevant political representatives for the project, and are well able to implement the innovative range of demonstration activities.

The Lead Cities are joined in their local projects by a small number of key partners that show a high level of commitment to the project objectives of energy-efficient urban transportation. In all cases the public transport company features as a partner in the proposed project.

2. Iasi

The City of Iasi is located in north-eastern Romania and is the second largest Romanian city, after Bucharest, with a population of 366,000 inhabitants. It is also the centre of a metropolitan area, which occupies a surface of 787.87 square kilometres, encompassing a total population of 398,000 inhabitants.

Iasi is the centre of a metropolitan area, which spans a surface of 787.87 km², with a total population of 398,000 inhabitants. The city seeks to develop possibilities for habitation, recreation and relaxation for all citizens in the region, business opportunities and provide opportunities for more consistent investments.

The city has five universities with approximately 50,000 students, the second largest in Romania. The universities and their campuses are located in the central and semi-central area of the city. In the same area, there are also a large number of kindergartens, schools and high schools with approximately 10,000 pupils. This creates a large number of routes along the main corridor, served by the public transport service number “8” (Complex Tudor Vladimirescu - Copou) with an approximate length of 10 km. The City of Iasi will implement its integrated measures in this area to be known as the “CIVITAS+Corridor”.

The city's objectives in CIVITAS - ARCHIMEDES are based on the existing plans related to transport, Local Agenda 21, approved in 2002, and the Sustainable Social-Economic Development Strategy for City of Iasi. The CIVITAS Plus objectives will be integrated in the Strategy for metropolitan development to be finalized in May 2009.

3. Background to the Deliverable

Measure number 11, “New School Bus Link in Iasi”, addresses a Romany population from Ciurea village. The distance between Ciurea village and Iasi and poor PT services on this route make it difficult for the Romany population to access community facilities, for example education facilities.

The objective of this measure is to provide a safe mode for the children of the Romany community and to encourage the people of the community to use public transport, thereby increasing social inclusion and the opportunities for education.

Task 2.5 within ARCHIMEDES involves the implementation and monitoring of this new school bus link in Iasi. This deliverable provides information regarding the implementation element of Task 2.5.

3.1 Summary Description of the Task

With help of County Council decision, Iasi introduced bus line 41b which connects the CIVITAS Corridor with Ciurea village, primarily for the children of the Romany community. In the CIVITAS corridor area there is an extreme number of kindergartens, schools and high schools with a number of approximate 10 000 pupils. Also Universities are placed in this area.

4. New School Bus Link in Iasi

4.1 Description of the Work Done

The Ciurea village is under County Council administration. The Iasi Municipality created a new transportation connection by introducing bus line 41b, which connects the two localities and thus ensures the transportation of the students belonging to the Romany community in Ciurea to schools and universities in Iasi.

This transport line was implemented on the basis of the association agreement between the city of Iasi and the Ciurea village and of Act No. 268/2008 of the County Council.

Bus line 41b is an extension of line 41, the route of which is Copou – Piata Eminescu – Tg. Cucu – Podu Ros – Rond CUG. The terminal located at Rond CUG of line 41 lies at the boundary of the city of Iasi, and the extension of line 41 satisfies the transportation needs of the students living in Ciurea towards most of the educational institutions in Iasi, as it crosses the centre of the city and it also reaches the university area.

In January 2009 a study for the estimation of the number of citizens belonging to the Romany minority in Ciurea who use the transport facilities of line 41b was carried out. The conclusion of this estimation is that 9 out of 10 potential Romany passengers use the public transport facilities of line 41b each round trip¹. The evaluation was conducted at peak times (6⁰⁰-9⁰⁰ and 13⁰⁰-17⁰⁰), when most of the students have to get to the educational institutions.

The transport company and the City Hall of Ciurea concluded a collaboration contract regarding the issue of special passes for the students living in Ciurea in order to help them and encourage them to use the public transport service.

4.2 Specification of the New School Bus Link

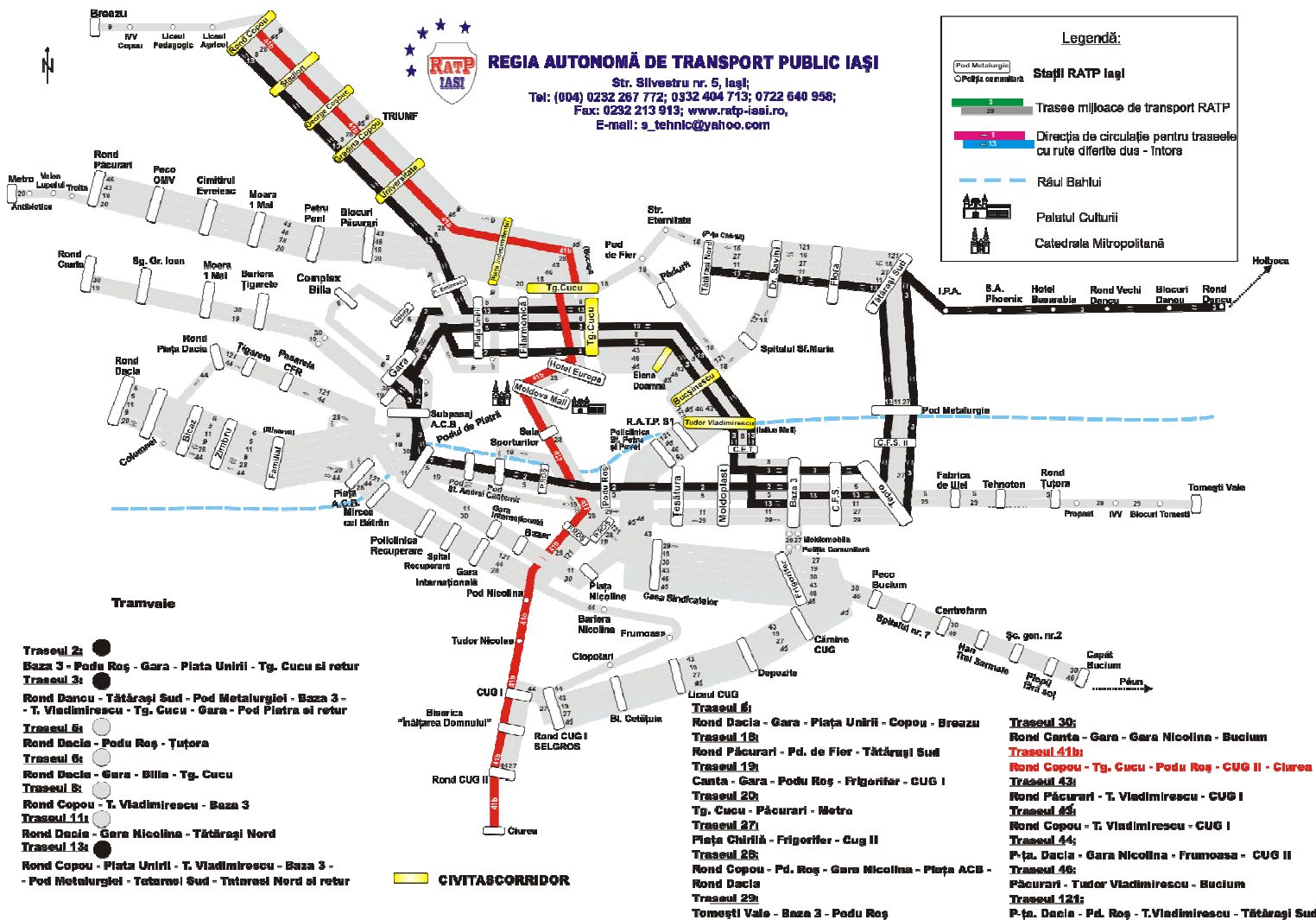
The route of this bus is:

Copou – Targu Cucu – Podu Ros – Ciurea

- the journey time is about 80 minutes for a round trip;
- the frequency of the buses on this route is 4 buses per hour;
- the average passengers number, on a round trip, is about 170, from which 85 are from the Ciurea village



¹ Before line 41b existed, these Romany passengers manage to travel using other types of vehicle like taxis, their own cars, privately run collective transport, etc



4.3 Main Outcomes

The bus service has been implemented successfully from an operational perspective. Outcomes in terms of the impact of the service will be determined by the project evaluation tasks.

4.4 Communication Activities

Prior to the introduction of line 41b the people from Ciurea village were more and more dissatisfied with private transport services because of issues related to the capacity of the vehicles and the journey schedule. After the Public Transport Company had created bus line 41b, which links the village to the centre of the city, the people were informed about this line, the frequency and the journey time, the number of the buses, through map guides, local radio stations and information available at the tickets kiosks.

4.5 Problems Identified

As yet no problems have been identified.

Prior to implementation a risk was identified of a potential reluctance in the Romany community to use line 41b, leading to low occupancy rates that may cause a political problem to maintain the service. Information and promotion actions were planned to minimise this risk.

4.6 Future Plans

Continuation of data collection (number of passengers, pupils, students) for the evaluation process.