



CiViTAS
Cleaner and better transport in cities

VANGUARD
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CIVITAS PAC POSITION PAPER

Future of Research and
Demonstration within CIVITAS

Draft

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THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

The CIVITAS Political Advisory Committee

The Political Advisory Committee (PAC) constitutes a small group of motivated politicians from within CIVITAS cities that acts as the Initiative's steering group. Members participate in a personal capacity.

Typically the PAC's work takes the form of short, policy-styled notes (the "PAC statements"). These are drafted by the PAC with the support of a Secretary, and may be directed towards policy makers at either European, national or local levels, as well as towards industry, transport operators, and other stakeholders. They may also be publicised at international events, e.g. the CIVITAS Forum conference or the European Mobility Week.

PAC members apply for membership in their personal capacity and can serve a maximum of three mandates of two years each. Every two years a call for interest is launched and the new PAC is formed. PAC members are ultimately appointed by the European Commission based on general criteria of representativeness and proven record of the individual candidates.

As a result of the 26th June 2009 call for new PAC members, a new PAC was constituted in September 2009. These are its members:

- Roman Jakic (Chair), Member of Ljubljana City Council, Slovenia
- Bruno Miguel Camacho Pereira (Deputy chair), Deputy Mayor of Funchal, Portugal
- Chronis Akritidis, Deputy Mayor, Athens, Greece
- Gonçalo Nuno de Sousa Mayan Gonçalves, City Councillor, Municipality of Porto, Portugal
- Igor Gievski, President of the City Council Traffic Commission, Skopje, the former Yugoslav Republic of Macedonia
- Melville Kendal, Councillor, Hampshire County Council, UK
- Diego Fernández Malvido, Deputy Mayor and Councillor, City of Burgos, Spain
- Yordan Mihiev, Mayor of Gorna Oryahovitsa, Bulgaria
- Rimantas Mikaitis, Deputy Mayor of Kaunas, Lithuania
- Jaanus Mutli, Deputy Mayor of Tallinn, Estonia
- Sándor Nagy, Deputy Mayor of Szeged, Hungary
- Mariann Nørgaard, Alderman, Aalborg, Denmark
- Jean-François Retière, Vice President of Nantes Metropole, France
- Gerhard Rüschi, City Councillor, Graz, Austria
- Karin Temmerman Alderman, Gent, Belgium
- Keith Young, County Councillor, Lancashire, UK

For any further questions concerning the PAC, please contact its Secretary: Ms. Gordana Kozuharova, gkozuharova@rec.org, C/o The Regional Environmental Center for Central and Eastern Europe (REC), Ady Endre Ut 9-11, 2000 Szentendre, Hungary, Tel: +36 26 504 000 ext. 421

About this document

This Position paper answers to the explicit question of the European Commission to the CIVITAS PAC to provide input for future research and demonstration within CIVITAS. The CIVITAS PAC acts as an advisory body to the EC.

The PAC met on the 19th of May to discuss their views on CIVITAS' future research and demonstration priorities in the context of Task 2.1 from its 2009-2011 Workplan: future research and technical development for urban mobility improvements. This discussion reflected on the outcomes of the Krakow 2009 CIVITAS Forum where 450 urban transport professionals gathered and in a specific roundtable considered the future research priorities for sustainable urban transport. The resulting paper was presented at the PAC meeting of 27th September, where further comments were received. Among these were a suggestion to restructure the contents and give more priority to the exchange of research and demonstration results. This document represents the final version.

The Future of CIVITAS

CIVITAS represents an opportunity to apply research and deploy substantial trials in order to better understand sustainable urban mobility in general, and opportunities for solutions. Its benefits lie in its integrated approach that works across eight thematic areas, bringing innovative measures together with existing efforts in a city to enhance sustainable urban mobility. The attention given to soft measures is central to the programme's importance, as this is one of the only European funding streams where such measures can be scientifically tested.

The PAC also appreciates the role of CIVITAS in the evaluation of research and demonstration results and how it enables winning combinations of measures, initiatives and results to be transferred and applied elsewhere. CIVITAS has been extremely efficient in this regard and the aspect of networking within CIVITAS is of paramount importance. The so-called support actions allow for greater dissemination while the CIVINET Networks effectively work at the local level, allowing more focus on local issues and conditions.

Improvements

The PAC wholeheartedly emphasises the importance of the continuation of the CIVITAS programme within the EC's FP8. It suggests that the Forum network becomes the backbone of the programme's activities, in order to disseminate research results and promote evaluation practices so as "to show what works and what doesn't work."

The PAC would also like to see the reliability of the CIVITAS programme modified in its current modus operandi. It is currently unclear what the pace and focus of the upcoming calls will be on in the longer run. For instance, a guaranteed bi-annual round of calls for proposals would be useful so that cities can rest assured that if they are unsuccessful once, they can reapply.

The PAC would also welcome a system of urban transport benchmarking across European cities. CIVITAS could help develop methodologies that enhance access to a pool of sound data. This should include information about modal split, travel times, parking (and other) fees, fuel and ticket prices, demographics, including earnings, cultural background, urban structure, etc. This is urged to the point that it is prioritised over any other research as it is a necessary basis for decisionmaking. CIVITAS could also facilitate mutual learning about this.

Specific topics for research and demonstration within CIVITAS

The CIVITAS PAC would like to highlight the importance of coordinated research on soft measures, standardisation of systems and services, new intelligent solutions for all modes, health and road safety in the forthcoming research and demonstration agenda. The PAC invites the EC to address the following research topics in more depth through upcoming funding frameworks:

Behavioural understanding needs to be improved. Questions such as how to change cultural norms need to be addressed because transport is a “market” and its understanding and predicting of behavioural trends grows ever more important. In an age of changing demographics, household structures, migration flows etc. it is essential to acquire the ability to make informed decisions about appropriate travel choices to be developed or offered by local authorities.

In this regard, research that fosters closer working relationships between transport planners and the health sector should be encouraged so that the importance of active mobility and road safety is better appreciated. Partnerships with the police and the fire authorities are also encouraged to gain a fuller understanding of all our objectives.

Regarding the standardisation of systems and services, public transportation could be cheaper if the systems, parts, devices and technical aspects are standardized.

The PAC would like to see research that explores the various technical solutions that are currently in place, what is an acceptable industry standard and for these conclusions to be taken forward in promoting a suitable standard for all.

The study of the impacts and opportunities of a wide range of approaches to the alternative use of road space should be accelerated – because although some increase in urban capacity is possible, this will not meet demand. Financial, physical and other measures should help determine sustainable priorities for road space allocation.

In this regard, further knowledge should be generated about urban road pricing. More specifically, the financial, business and operational model should be addressed. The PAC welcomes the initiatives undertaken by the EC on urban road user charges, access restrictions, environmental zones, etc. in its pursuit to investigate the need for common rules, signs and classification to help travellers and local authorities. Collaboration of the latter group with regional, national or even European authorities to standardize the methodology for urban road pricing should be encouraged. Further efforts are also called for in standardizing access cards and Intelligent Transport Systems (ITS) at European level as an over-arching objective.

However, access restrictions should be considered broadly and not solely restricted to urban road pricing schemes, which raises several issues such as the ratio between profits and cost of needed infrastructure for its implementation, and typically the issue of fairness and equity between citizens. Rather other tools of access management need to be studied by the above players, such as the allocation of road space and parking policy, the management of public transport in metropolitan areas and even the importance of dedicated public transport corridors between neighboring cities. Urban road pricing should not be seen as a mechanism to resolve the lack of cooperation between different local authorities and/or fair revenue distribution.

Technological, behavioural and business case studies should lead to the introduction of effective guidance systems for pedestrians and others (e.g. to crack the location/orientation problems of hand-held devices) because alternative modes to the car need to be made more attractive. New intelligent solutions for different transport modes, information technology developments have the potential to enable greater levels of awareness and use of sustainable modes. Mechanisms should be put in place to monitor and share future technological forecasts so as to show what will be available in five years time. Emerging areas include mobile phone applications for journey planning, walking and cycling.

In this regard, the PAC would like research to reveal what distribution channels (besides the mobile phone) will be available in the next five years?