CiViTAS
CARAVEL
City and better transport in cities

Travelling towards a new mobility
Sustainability
Vitality
City
**What is CIVITAS CARAVEL?**

CIVITAS CARAVEL is part of the CIVITAS-Initiative, founded by the European Union in 2002. CIVITAS - cleaner and better transport in cities - stands for City-VITALity-Sustainability. Through the CIVITAS-Initiative, cities shall be supported in testing and assessing new strategies to ease various problems in the field of transportation. The development and demonstration of such integrated solutions which prove to be effective across a wide spectrum of transportation measures is of high interest. Simultaneously, the exchange of ideas beyond national borders is encouraged.

In CIVITAS I (2002-2006) 19 cities were included. Since 2005 - start of CIVITAS II - another 17 cities are participating, grouped in the projects MOBILIS, SMILE, SUCCESS and CARAVEL.

With the motto "Travelling towards a new mobility", the cities of Burgos, Genoa, Krakow and Stuttgart are taking part in the project CIVITAS CARAVEL. It started in February 2005 and will end, after a period of 4 years, in January 2009.
“The four cities commit to promote a new culture for clean mobility in European cities, balancing environmental and economic development, fostering their citizens’ well being, and allowing for safe access to all modes of transport.”
The four CIVITAS CARAVEL cities propose a broad variety of measures, able to fully exploit the synergies between individual innovative measures around an integrated clean transport policy.

A policy of integrated transport planning requires collaboration and consensus among all involved public institutions, private companies and the users of the transport system. CIVITAS CARAVEL stimulates this by introducing the Mobility Forum as an urban discussion platform on transport.

The four cities will also benefit by sharing experience and by transferring know-how and technology. Making this knowledge available to other cities in Europe, CIVITAS CARAVEL contributes towards a vital and sustainable Europe.

A total of 55 projects will be implemented, all related to the eight policy fields defined by the CIVITAS-Initiative:

- Energy-efficient, cost-effective and clean public and/or private vehicle fleets
- Demand management strategies based upon access restrictions
- Demand management and revenue raising strategies based upon integrated pricing strategies
- Stimulation of collective passenger transport and its quality of service
- New forms of vehicle use and/or ownership and less car-intensive lifestyle
- New concepts for the distribution of goods
- Innovative ‘soft’ measures for managing mobility demand
- Transport management systems and traveller services
The intention of the CIVITAS CARAVEL Project is to promote and exchange best practice on the major urban policy challenges concerning passenger and goods mobility:

- To base energy consumption increasingly on renewable resources.
- To minimise traffic-related air and noise pollution.
- To improve the health and well being of all citizens.
- To ensure safe and equitable access to jobs, education and other services.
- To care especially for the needs of the vulnerable and disadvantaged citizens.
- To support durable economic development.
- To establish a broad social consensus for clean mobility.
- To reduce the environmental impact.

The main expected result of CIVITAS CARAVEL is the broader use of cleaner, resource-efficient urban transport systems based on innovative instruments and large scale demonstrations.

The use of alternative and innovative vehicles, the increasing transport efficiency, less demand for motorised transport, access control and improved collective transport modes, together implemented by a specific mix of measures will result in a reduction of transport-related noise and air pollution.

As a consequence, CIVITAS CARAVEL will contribute significantly to a healthier and more enjoyable life in urban areas. The absence of cars or a strong reduction in their number in certain areas will lead also to a re-definition of public spaces as meeting points for people.
Burgos

The City of Burgos is situated in the North-central part of Spain in the region of Castilla-León. It is well known world-wide because of its cultural, monumental and artistic heritage.

Burgos enjoys a privileged geographical position being located half way between Madrid and the French border, with cities such as Bilbao, Santander, Logroño and Valladolid nearby. Due to this, it is well linked with the rest of Spain. This is of high strategic value for the industry in Burgos which is varied and dynamic and characterised by companies of importance on a European scale.

170,000 people live in an urban area of 108 km².

The demographic growth of Burgos was due to an important immigration of population from rural areas. However in the last years this turned to an increase of people living in the nearby villages and working in the city of Burgos.

Burgos has formulated and defined a Civic Pact of Mobility and Accessibility. It states that resolving the problem of mobility and urban accessibility is key to establishing a sustainable city and a better quality of life. The further defined principles of the Civic Pact are building the objectives of the CIVITAS CARAVEL project wherein Burgos will implement measures in all policy fields.
Genoa is the leading city of CIVITAS CARAVEL. It is called “la Superba” (The Proud) and is the capital of “Liguria Region” in Northern Italy. Characterised by one of the largest historical centres in Europe, the city is the core of the Italian Riviera. Furthermore Genoa hosts one of the most important commercial ports in the Mediterranean Sea.

The urban core area is only 28 km² in which live 284,000 people.

Due to the lack of space and the absence of alternative routes, Genoa has a very difficult street layout. The city is stretched between the sea and the mountains, with a comparatively long and narrow coastline stretching from east to west. The urban environment, defined by the topography of the area, shows development mainly in the coastal part.

The measures developed will be focused mainly in the central and the eastern part of the city, with particular attention to the old historical town, the city centre, the San Martino Hospital and Nervi. In central Genoa (including the old historical centre) the problem of the non-sustainable number of circulating (and pollutant) private cars will be tackled with a mix of measures including access restrictions and innovative services for the mobility of people and freight.
Krakow lies in the Southern part of Poland on the Vistula River in a valley at the foot of the Carpathian Plateau. Approx. 300 km to the North is Warsaw, the polish capital, and 100 km South are the Tatra Mountains, forming the Southern border of the country. The city covers an area of 327 km² in which live almost 800,000 people.

The old part of the town has a unique historic character and the city is a prominent centre of culture and science. Krakow is a university city, where the economic activity is very strong and tourism is growing. Krakow was one of the first cities to be enlisted to the World Natural and Cultural Heritage and in the year 2000 Krakow was the “cultural capital” of Europe.

In the past city growth was coupled with rising numbers of registered vehicles, leading to a change in the modal split towards road transport and making road and public transport one of the most difficult challenges facing Krakow.

The major goal of Krakow’s transport policy is to create conditions for efficient, safe, economic and sustainable transport of passengers and goods. Therefore Krakow will be active in all policy fields within CIVITAS CARAVEL.
Stuttgart (Germany) is the capital of the state of Baden-Württemberg and the centre of one of the most important economic and agglomeration areas worldwide. Stuttgart forms with about 592,000 inhabitants the centre of the conurbation "Stuttgart Region", which is covering about 3,654 km² with 2.6 million inhabitants and 1.3 million persons employed.

The export-strongest region of Europe creates its strength in automotive and mechanical engineering. Companies such as Bosch, Daimler-Chrysler and Porsche have world-wide reputation.

As Stuttgart is situated in the centre of one of the most dense conurbations of Germany, it is well acquainted with all the problems that result from the high mobility demand of its citizens, but also with solutions in urban mobility aiming at uncoupling economic and traffic growth in order to increase the quality of life and reduce the environmental impact.

To solve current tasks, e.g. the reduction of noise and air pollution due to road traffic and the creation of sustainable and environmentally compatible mobility, Stuttgart will implement five measures, located in the city centre, the event area of the Cannstatter Wasen and the Stuttgart Region.
To reduce air pollution, the cities of Burgos, Genoa and Krakow focus on 100% clean municipal vehicle fleets. This objective includes the purchase of CNG and EURO IV buses, CNG delivery vans and car-sharing vehicles with hybrid engines as well as the increased use of bio-combustibles. Furthermore the three cities intend to stimulate the demand from private car owners for clean vehicles (especially gas-based) through several measures.

Nowadays access restrictions are a frequently used tool to solve various traffic problems in inner city areas. Thus also the four participating cities have realised different access restrictions in the past. Within CIVITAS CARAVEL these restrictions shall be improved and expanded.

Thereby new integrated strategies, partly combining access control and pricing for transit and parking will be developed and implemented, using both mechanical and electronical control systems.
Discouraging car use and offering high quality public transport will be complemented by providing incentives to share 2- and 4-wheelers and for giving up personal ownership of cars. Regaining public space and reducing the use of noisy and polluting modes of transport is a major aim in Genoa. The proposed measures include bicycle renting in Burgos and Krakow, car pooling (Burgos, Krakow and Stuttgart) and a large application of car sharing (Genoa).

All four CIVITAS CARAVEL cities assign a key role to public transport to ensure accessibility and aim to increase the use of public transport. Integrated policies for clean vehicle use, passenger security, information, ticketing, institutional innovation, new flexible services and services addressing new demands in intermodal leisure-related mobility will be demonstrated. In Genoa and Krakow “clean high mobility corridors” will be set-up as European showcases for integrated, high quality public transport based on clean vehicles.
In the four cities access by goods delivery vans is a major disruption of their restriction policies, since the economic and social functions of the city centres need to be maintained. The successful trial application in Genoa of a goods distribution centre and electric vans serving inner-city shops will be substantially extended in terms of size, area, service quality and technology. Krakow will adopt the concept of Genoa. Burgos will allow access only to clean vehicles and aims to reduce the total number of delivery vehicles.

Soft measures are accompanying the investment, research and demonstration measures. They focus on consensus building, awareness rising and mobility marketing.

To create awareness and to achieve consensus between stakeholders, Genoa, Burgos and Krakow will set up a Mobility Forum. Mobility plans for large institutions (Genoa, Krakow), safety monitoring and accident prevention (Genoa, Burgos, Krakow), accessibility for impaired persons (Burgos), mobility management for large events (Genoa), decision support tools (Genoa) and a public transport security action plan (Stuttgart) round off the package of soft measures.
Genoa, Burgos and Krakow will be integrating existing information sources into an infomobility platform. In the case of Genoa a wide range of real time web-based, onboard, mobile and at-stop intermodal information elements will be provided. Bus lane control (Genoa), public transport priority (Krakow), traffic visualisation systems (Burgos) and event oriented traffic management (Stuttgart) complete the set of CIVITAS CARAVEL measures.

Training activities

To improve local, national and European-wide knowledge on the topics handled in CIVITAS CARAVEL, several training activities will be organised during the lifetime of the project.

On-site training activities

The training activities will mainly allow the local users to get familiar with innovations and new services, tools, tasks, technologies, policies and strategies. Furthermore they will also accompany the knowledge transfer between project partners and other interested persons from different cities.

CIVITAS CARAVEL Summer university

The CIVITAS CARAVEL Summer University will explain and show how to implement the “new” policy and technology measures of CIVITAS CARAVEL in an integrated way. The units, which will take place in Genoa, Burgos, Stuttgart and Budapest, are therefore directed to students and young professionals and to the general “transport community”.

Training management systems and traveller services
CARAVEL Partners

- Comune di Genova
- Azienda Mobilità e Trasporti S.p.A.
- Azienda Mobilità e Infrastrutture S.p.A.
- Softeco Sismat S.p.A.
- D'Appolonia S.p.A.
- Istituto Internazionale delle Comunicazioni
- Università degli Studi di Genova - Dipartimento di Economia e metodi quantitativi
- Agenzia Regionale per la Protezione dell' Ambiente Ligure
- Agenzia Regionale per l'Energia della Liguria S.p.A.
- QN Financial Services S.p.A.
- Urzad Miasta Krakowa

- Miejskie Przedsiębiorstwo Komunikacyjne SA w Krakowie
- Politechnika Krakowska im.Tadeusza Kosciuszki
- Rupprecht Consult - Forschung & Beratung GmbH
- Ayuntamiento de Burgos
- Asociación Plan Estratégico de Burgos
- Instituto Tecnológico de Castilla y León
- Landeshauptstadt Stuttgart
- SSP Consult Beratende Ingenieure GmbH
- Universität Stuttgart - Lehrstuhl für Verkehrsplanung und Verkehrsleittechnik des Instituts für Straßen- und Verkehrswesen
- Verband Region Stuttgart
Questions and answers

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