



CiViTAS
Cleaner and better transport in cities

Sustainable Mobility Highlights 2002-2012

CIVITAS is a European Initiative involving more than 200 cities across Europe in the testing and sharing of new technologies and innovative concepts to achieve sustainable and integrated strategies for urban transport.

CAR-INDEPENDENT LIFESTYLES

Fill it up – with passengers!

In order to reduce motorised traffic, people will have to adopt a less car-dependent lifestyle. To facilitate this shift in mentality, cities should promote new forms of car use and ownership.

With a focus on Car-independent Lifestyles, CIVITAS cities worked on car-sharing; public bicycles/bicycle sharing; and car-pooling. This highlight offers insights on the last of these subcategories.

Car-pooling schemes encourage car owners to cut congestion by inviting people who are making the same trip to share a vehicle. Typically such schemes are led by workplaces and include information technologies such as online booking. Dedicated infrastructure can promote the uptake of car-pooling, such as “park and pool” venues, reserved parking for car-poolers, and high-occupancy vehicle (HOV) lanes. Schemes may be integrated with public transport, for instance in park and ride schemes.

CIVITAS explores innovative ways to break the car habit, such as car-pooling, and promotes the sharing of successful strategies among cities. For this reason, the CIVITAS Initiative has realised 11 car-pooling measures in 11 different cities since 2002. This highlight features some of the most successful and eye-catching among these to inspire other European cities.



Implementing car pooling

In **Debrecen**, home to one of the biggest universities in Hungary, car pooling was a novelty. A match-making service was set up particularly for students and with the involvement of the university's student organisation. The city of **Krakow**, Poland, started with a scheme for its university with the ultimate goal of extending the system to all of Krakow citizens. During the first year, the “Let's Ride Together” scheme drew 700 users, and each month between 30 and 50 trips were registered. Two identified barriers were fears for personal safety among users and an unwillingness to share private cars with strangers. **Potenza**, Italy, introduced a car-pooling system with a web-based match-making tool for employees and provided designated parking spaces for car poolers. However the wide availability of free parking and the fact that many people rely on private cars to take children to school were major barriers for the uptake of the system.

Other inspiring cities are Burgos (Spain); Craiova (Romania); Norwich (United Kingdom); and Rome (Italy).





High-occupancy vehicle lanes and gates

With the aim of reducing the proportion of single-occupancy cars on the roads of **Graz**, Austria, a bus-lane bypass was used to create the city's first high-occupancy vehicle (HOV) lane. Additionally park and pool facilities were established on the outskirts of the city. Due to high costs and interference with public transport priority at traffic lights, creating additional HOV lanes in the city was not deemed feasible. During the implementation of their first car-pooling initiative the city of **Perugia**, Italy, developed a prototype gate which is able to check the number of persons inside the vehicle that accesses the reserved parking area. This innovative automatic system only opens when effectively three or more persons are present in the car.

Integration with public transport systems

In 2005, a mobility centre was set up by public transport operator Tisseo in the city of **Toulouse**, France, to give public transport information and mobility advice. The staff and website of the existing car-pooling association Covoituval were integrated into this centre, giving them an official status. Over 20 companies contracted Covoituval to set up and manage their car-pooling volunteer database. In two years' time, the number of registered users rose from 194 to 1,866, with 17 percent using car pooling on a daily basis. For this period, an estimated 1,600,000 car kilometres were avoided.



Exploring new opportunities for car pooling

The city of **Stuttgart**, Germany, extended their already impressive car-pooling system with an events-oriented feature aimed at visitors to football matches and concerts, among others. Local sports club VfB Stuttgart helped to promote the scheme. As around 50,000 visitors are expected at each VfB football match, there is a high demand for transport to the same destination at the same time. As a result of the measure, demand for the car-pooling system increased: the number of hits on the car-pooling portal rose from around 200,000 in 2005 to more than 800,000 in 2008.

Learn more at www.civitas.eu/car-independent/car-pooling

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