

1. Project Headlines

First deliverables submitted

During the first year, RENAISSANCE prepared and submitted a series of important deliverables, as the result of the concentrated effort made by all partners. The most important deliverables submitted were the Dissemination and Exploitation Plan and the draft Evaluation Plan. While the first one stressed the importance of creating the visibility of the project, and the ways to achieve it, the second one set the framework for assessing the main project data. Both deliverables (Evaluation Plan in its final form) are the backbone of the horizontal activities during the project.

2. News from the cities

Bath

CIVITAS offered a good platform for ULtra Personal Rapid Transit to develop

As part of its study into the potential for using the ULtra Personal Rapid Transit system to improve transportation in historic urban environments, Advanced Transport Systems (ATS) have launched a design competition to harness the vision and talents of designers around the world.



ATS believes current designs, such as the system they have created for Heathrow Airport's Terminal 5, may not be suited to a sensitive historic environment such as Bath. The competition therefore asks people to submit their own visions of how the ULtra system could be adapted to the World Heritage City. Already there are over 70 entrants to the competition, from 18 countries. Registrants range from individual architecture students to large multinational design firms. The submission deadline for the competition is October 1st, after which the entries will be judged by an

independent jury, before being made public, to assess reactions to the different designs.

City Centre Access Changes and Freight Consolidation



As part of the Bath Transportation Package, Bath & North East Somerset Council has been consulting with local businesses and residents about the introduction of access changes that will see motor vehicles restricted from key City Centre streets during core shopping hours.

This consultation ended on 15th September and results are currently being analysed to see how they can inform the proposals. The proposed access changes would create a City Centre environment where pedestrians and cyclists have priority, and where public transport is free to move on Bath's historic streets. The proposals will, however, impact on businesses that currently receive deliveries during these times. Under RENAISSANCE, B&NES Council is looking to set up a Freight Consolidation Depot on the outskirts of the City (Bath Measure 7.2) towards the end of 2010. We propose that the low-emission vehicle utilised in this service be exempt from the access restrictions, allowing participating businesses to continue to receive deliveries during the hours when vehicle access is restricted. A similar consolidation centre set up by Bristol City Council has resulted in delivery movements to participating businesses being reduced by around 7,500 per year. Studies carried out in relation to Demand Management (Bath Measure 3.4) will help to inform the City Centre proposals, by increasing our understanding of vehicle movements within the City of Bath.

Partnership for cycle hire



Within RENAISSANCE project, B&NES Council is working with partners Bincincitta and Powabyke to introduce facilities for cycle hire (Bath Measure 6.4) and powered cycle hire (Bath Measure 6.5) to the City of Bath. Cycle hire partner Bincincitta in concentrating on four City Centre hire locations, using a business model successfully used in other European cities.

Plans for cycle hire stations have been produced and cycle rack design has now commenced. Future work includes a proposal to develop a smart card scheme alongside Powabyke and the City Car Club. Powered cycle partner Powabyke has identified a powered cycle model and a lithium ion battery pack for use in the City. Work has commenced on designing a bike docking facility with an electric charging system for multiple vehicles. Following consultation with local stakeholders, Powabyke will set up 5 or 6 sites in central and west Bath. Proposed sites are the Rail/Bus Station, Royal United Hospital, Newbridge Park & Ride, Oldfield Park Station, Twerton and possibly Broad Street. Future work will see consultation and testing on bike design, completion of work on the bike docking facility and procurement of contracts for installation of base stations and IT support.

Gorna Oryahovitsa

Household survey on citizens' behaviour



In June, Gorna Oryahovitsa completed the second phase of traffic counts on 22 strategic points on the street network. In comparison with the results of the first phase of counts, the results show a seasonal increase between December 2008 and June 2009 traffic of 40%.

Gorna Oryahovitsa also carried out a household survey on citizens' travel behaviour. Before conducting this baseline survey, preparatory data were also collected:

- socio-economic data
- data organised on a new zoning system
- sampling design and interviewer induction

- a draft questionnaire developed and discussed with all RENAISSANCE evaluation partners in the 5 cities.

The survey was done during a period of 2 weeks within June and was carried out among 300 households. The results show that an impressive 60% of the citizens say that they are primarily pedestrians, only 28% are primarily car users, a low 7% are using public transport and 5% use taxis and cycles. An additional survey was conducted with 20 of the biggest manufacturing companies in the town, in order to find out how often and with what kind of vehicles do they use for the distribution of goods.

Skopje

Conversion of 12 diesel buses to CNG

One of the measures JSP (The Public Transport Operator in Skopje) will develop within the RENAISSANCE project is the conversion of 12 diesel buses to CNG. The JSP bus



fleet runs on diesel fuel which is one of the main polluters in the City of Skopje. Therefore this measure has great meaning for the environment and also for decreasing fuel costs. In the first year of the project after the review of the experience of other cities and preliminary data analysis, it has been decided to retrofit diesel engines to dual fuel, diesel/methane. The project outline for retrofitting is already completed and the tender procedure is in the final stage - the contracts should be signed soon.

One more step to implementation of the AVL system and info displays

JSP Skopje is on-time in the schedule of AVL system implementation and information displays. The system is expected to have an immediate impact on the quality of the service offered to the citizens. In this way, the main objectives of this measures will be achieved: an increased attractiveness of public transport and an increased patronage level. So far, there is a positive attitude of the people, about this "innovation" in public transport in Skopje, as indicated by the results of a survey carried out through the company web page. The tender procedure for system implementation is finished, the best suitable company is selected and the contract is in stage of signing. Skopje is expected during the next couple months to feel the benefits of the new system implementation.

Intelligent traffic management and control in the city centre of Skopje

During RENAISSANCE, an intelligent traffic management system and control system will be implemented in Skopje. 30 new traffic light controllers and their installation is in progress of implementation. The new software for the traffic control system has been delivered (UTOPIA). A tender for procurement of RSU (Road Side Unit) devices and 30 licenses for peripheral software has been published.



The process of negotiation for the purchase of loop detector inductive cables for vehicle counting has also been launched. In the next period it is planned to finalise the acquisition of the remaining components of the system. Once the traffic management and control centre is implemented, reduced traffic congestion is expected. This will lead to a reduction of the environmental pollution caused by the traffic and to an improve in the traffic safety.

A sustainable urban transport plan for the City of Skopje.

The development of the Sustainable Urban Transport Plan for the city of Skopje is one of the main achievements during RENAISSANCE. The main responsible party for this measure is the University “St. Kliment Ohridski” – USKO. Activities in the first year have included the phase of literature review and experience gathering from other countries. Just now, the second phase is beginning, on the clear identification of the current problems and state of the Skopje’s transport system. The collection of the transport data has been contracted by the city of Skopje and is due to be finished in September 2009.

Szczecinek

More and more pieces of the water borne public transport system in Szczecinek are finding their place.

Summer is always wonderful time for tourism and recreation along Lake Trzesiecko. But this year Lake Trzesiecko is also a construction ground. Fortunately, for tourists and inhabitants of the city, the construction works are only in some places; the rest is nice and pleasant as usual. For more than a century, water borne transport has been of great importance in Szczecinek. And from 2007 new services were implemented – water trams with 11 stations. For two years there was no hangar for these trams.

In spring this year, the construction of a hangar started and now it nears completion. Two new water taxis have started operation, the first of which was launched in June. The aim of all these activities is to attract more passengers and to



avoid raising individual car trips. Water transport services are more flexible (planned construction of new constant piers will increase number of water tram stops) and much more attractive (water taxis) for Szczecinek citizens and tourists.

Perugia

Support offered to RENAISSANCE Perugia by its politicians

At the beginning of June 2009, the citizens of Perugia have been called to express their vote for a new Major. By the end of June a new town Council has settled and a new



councillor – Dr. Roberto Ciccone – dealing with mobility and transport issues, has been appointed. Dr. Ciccone confirmed the Commitment of the new Mayor and of the Council to RENAISSANCE implementation in Perugia. Furthermore, he stressed the willingness of achieving successful results in order to set the foundations of a new mobility culture in the city. Dr. Ciccone expressed his wish to be an active member of the RENAISSANCE team in Perugia, participating in all meetings with the local consortium representatives. Thank you Dr. Ciccone and good luck in your new role!

Perugia mobilita – a brand for success

During RENAISSANCE, Perugia wants to set up a communication strategy for public transport that will continue beyond the project’s lifetime. Starting from the

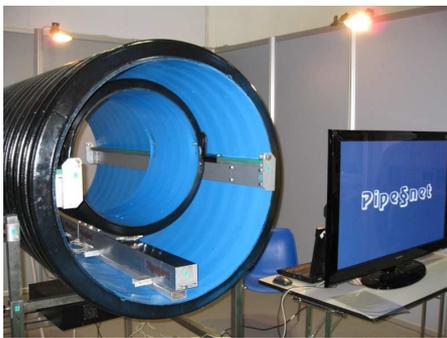
EC Green Paper challenges, Perugia intends to create a brand for the sustainable mobility in the city. Perugia



Mobilita – the new brand – has three main components: easy, safe and clean mobility. During RENAISSANCE, Perugia will assign these three main sub-brands (easy, clean and safe mobility) to all its measures. Starting from the 3 adjectives, an acronym which is very very simple and easy to recognise was established: **ESC** → Enter in the new mobility. This strategy, in fact, creates the basis for the future communication of any efforts made by the Municipality to improve the transport system, within and beyond CIVITAS.

Pipe\$net system presented in Rimini

Rimini is a major annual Italian social gathering, devoted to a vast audience of politicians, students, citizens, tourists, NGOs and religious personalities, with a wide press coverage and more than 700 000 visitors each year. 2009 edition celebrating its 30th anniversary took place at the end of August 2009. Two prototypes of Pipe\$net system, of 2 m



and 4 m length, were exhibited and operated within the stands of IPASS scarl, a consortium society in which stake is held by CIRIAF. Posters describing the system and its role in RENAISSANCE'S project were visible all around the stands which have been visited by many political personalities and industrial CEOs with great interest.

Monitoring and improving the quality of horizontal road markings in Perugia

The *Global status report on road safety* published by the World Health Organization in 2009 states that more than

1.2 million people die on the world's roads every year and 50 millions other are injured. Over 90% of the deaths occur in low-income and middle-income countries. Of course prevention is the best option to make things better, by building safer vehicle and roads, enhancing public transport and overall improving our personal behavior on the road. Road marking improvements are one of the most effective road safety mechanisms, even in the short term: UK researchers show the typical rates of return from road safety schemes concerning improved road markings range from 500 to 1.500 %. CIRIAF (Interuniversity Center of Research on Pollution by Physical Agents) in cooperation

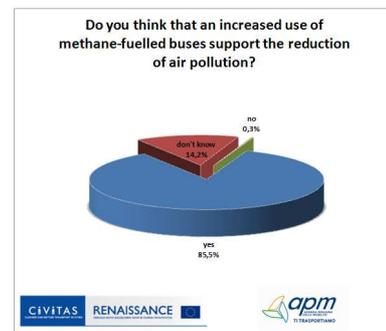


with the municipality of Perugia has started a research project aiming at defining a modus operandi for in-situ measurement able to take into account the characteristics of the site of installation of road marking in order to:

- optimize the road marking maintenance;
- give the municipalities a tool to verify the quality of the application of road markings in order to assess if the requirements given in tenders are fulfilled.

Customer satisfaction survey – keeping up the quality standards

APM spring 2009 customer survey sought priority rankings from 2000 Perugia and neighborhood residents contacted through face-to face interviews and focus groups. The survey demonstrated a high level of customer satisfaction in clean fuels and users' safety perception at the bus stops, thorough the setting-up of a process of annual quality measurement through surveys of customers' needs and opinions.



3. Recent meetings

State of the Art Clinics – a way to learn from best practices

In addition to conventional reviews of current and significant past initiatives from RENAISSANCE measures, it was decided that “State of the Art Clinics” should also be held among project partners. These would take the State of the Art Reviews further and promote conversation around the measures, mutual learning, and importantly support the filtering and adoption of the best practice lessons emerging from the literature. The “Clinics” were held on the 9th and 10th July in Brussels. These Clinics form part of the State of the Art Review (Work Package 11) within the Project, which ensured that the project reviewed, discussed and then actively incorporated the state of the art into its 42 measures. To support the clinics, State of the Art Briefing Papers for each measure were sent to participants in advance. These reviewed literature and best practice experiences and synthesised these into common format papers. The clinic resource papers stimulated discussion and also raised key points especially with regard to the implementation and future development of measures. The papers thus reviewed the strengths and weaknesses of the measures, opportunities and threats, as well as addressing the target groups on which the measures can impact (with specific regard to historic cities), and the business case for implementation. They conclude with a list of links and references. The Clinic Topics were: Cycle Hire Schemes; City Car Clubs; Awareness Raising; Public Realm; Bus Stops Environments; Alternative Fuels. Briefing papers have also now been prepared and circulated on: Telematics Strategies, Urban Planning Process and Urban Freight.



The clinics were facilitated by MRC and attended by representatives from the cities of Szczecinek (Poland), Perugia (Italy) and Bath (U.K). Importantly a number of “internal experts” attended the clinics. These are recognised national and international experts on the measures to be implemented and they provided a useful input, especially for those cities that are not as advanced or experienced in implementation.

CIVITAS feels well in Szczecinek

In early September, RENAISSANCE had its 3rd Consortium Meeting in Szczecinek, at the kind invitation of Mr. Jerzy Hardie-Douglas, the Mayor of Szczecinek. The

consortium representatives had the chance to have good discussions on the project development, but mainly to visit



and understand the city of Szczecinek. A very pleasant environment, located in the North-West Poland, Szczecinek welcomed CIVITAS in the best way possible. Everywhere in the city you may see the CIVITAS symbols and the Szczecinek citizens are kindly invited to join the local initiatives. Different dissemination activities are held in Szczecinek in order to raise the awareness on local initiatives implemented during CIVITAS and to get the public acceptance. A CIVITAS Family Picnic organised by the City of Szczecinek is only an example of how the City interacts with its citizens in a very pleasant and, in the same time, very useful way.

RENAISSANCE - Changing the psychology and culture of mobility in Europe

On 2nd of September 2009, the first RENAISSANCE Workshop was organised in Szczecinek. The workshop addressed common themes on cleaner urban transport between the 5 RENAISSANCE cities – Perugia, Bath, Gorna Orjahovitsa, Skopje and Szczecinek. The workshop addressed the key theme of the Commission’s Green paper encouraging a ‘New mobility culture in Europe’ – How to raise awareness of cleaner urban transport, and how to change the underlying psychology that people have towards their mobility and how they use it. The workshop was considered very successful by its participants, and it opened a door for further discussions on what are the best solutions to behavioural change. At the workshop participated RENAISSANCE city representatives, project ‘experts’ and a VANGUARD representative.

4. The CIVITAS Forum in Krakow

During the next CIVITAS Forum organized in Krakow, Poland, RENAISSANCE representatives will present 3 strategic papers.

- a. ***How do we manage alternative fuel technologies and retrofitting into managing bus fleet composition, investment and deployment*** – RENAISSANCE examples from Northern, Mediterranean and the Western Balkan regions. The paper is presented by Directors from 3 bus operations in Italy, Macedonia and the UK; representing, large private operators from regulated and deregulated environments and private/public operators. They represent the variety of fleets from predominantly Euro2 engines and older fleets, to modern cleaner vehicle fleets and hybrid vehicle operations. The paper explores the most efficient ‘road map’ in each situation utilising alternative fuels within a sustainable business case.
- b. ***Pipe\$net - a new urban freight mode for the 21st century***. This paper will be presented by Prof. Franco Cotana from Perugia University. The paper will address how the development of a “fifth” mode of transport, like Pipe\$net, can fully integrate and complement the other conventional systems for the movement of goods.
- c. ***Establishing safe, flexible, accessible and integrated cycling modes to all Szczecinek citizens***. Szczecinek’s transport development strategy is focused on promotion of safe cycling among citizens and tourists, and building the cycle path system to ensure safer environments for cyclists. Development of the water transport system creates an excellent opportunity to combine it with bicycle rental points, placed close to the stops of the water-tram and water-taxi. Rickshaws, driven by a driver, are accessible to all parts of the city and are a proven safe cycling solution.

RENAISSANCE will also be presented in the exhibition organised during the Forum. Landi Renzo – member of the RENAISSANCE Perugia Consortium will exhibit its high level international reputation in retrofitting technology.

5. Changes in roles

Au revoir Mr. Poppeliers

Unfortunately, due to exceptional skill and experience, Mr. Riccardo Poppeliers has left the post of RENAISSANCE Evaluation Manager to take-up a new job for the Rotterdam Regional Transport Authority. His role in the project will be taken by Dr. Barry Ubbels of NEA, a specialist in cost-benefit analysis and formally of the Free University of Amsterdam.

Welcome Mr. Cockram

Mr. Gary Cockram, the new Bath Local Dissemination Manager replaced Mr. Stefano Mainero. The entire team wishes Gary good luck in his new role and welcomes him into the team!

6. Future plans

SUTP – from West to East

With the occasion of the next Consortium Meeting held in Gorna Oryahovitsa in March 2010, RENAISSANCE will organize its 2nd Workshop on the implementation of the Sustainable Urban Transport Plans (SUTP’s). The workshop aims to be a platform for discussions and exchange of experiences from cities which have already developed such plans, such as Perugia and Bath, to cities that are in the process of preparing such plans: Gorna Oryahovitsa, Skopje and Szczecinek. At the workshop participation is expected from other CIVITAS cities which would like experience in the development of successful SUTPs. More details about the workshop will be available soon.



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