

Contribution of the CIVITAS Initiative to local policies and better policy environment

Hana **Brůhová-Foltýnová**
Radomíra **Jordová**

mobil.TUM 2014

International Scientific Conference on Mobility and Transport
Sustainable Mobility in Metropolitan Regions
Munich, May 20, 2014

Structure of the presentation

- Introduction of the CIVITAS Initiative and CIVITAS Plus Edition
- Index of Policy Environment
 - Construction
 - Results
- Regression analyses
- Discussion
- Conclusions



THE CIVITAS INITIATIVE
IS CO-FINANCED BY THE
EUROPEAN UNION

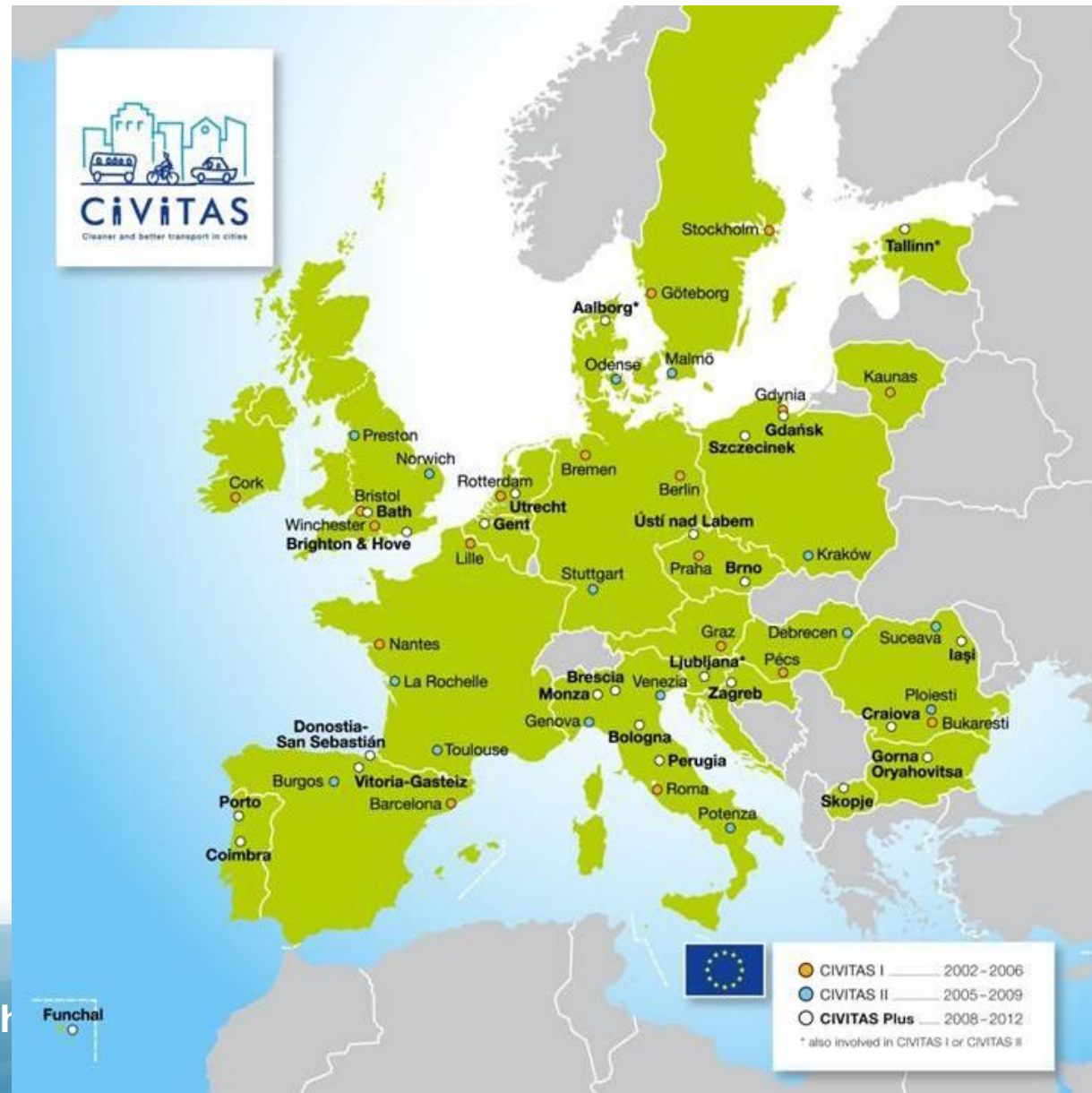
CIVITAS Initiative: What it is

- **City-Vitality-Sustainability** = EU-funded initiative, started 2002
- Aim: to contribute to a change towards sustainable urban mobility by:
 - promoting and implementing sustainable, clean and (energy) efficient urban transport measures;
 - implementing integrated packages of technology and policy measures;
 - building up critical mass and markets for innovation;
 - overcome barriers for implementation of innovative and ambitious measures and policies by experimental testing combined with targeted research.
- 4 editions up to now
- EC funded 180 of the 250 mil EURO total budget (first 3 editions)

CIVITAS Initiative: demonstration cities

- Demonstration cities in 3 Editions
- CIVITAS network: 250 cities, learning from experience of demonstration cities

[www.civitas.eu]



CIVITAS Plus projects and cities

- Under the EU 7th Framework Research Program
- 2008-2013
- 5 projects, 25 cities:
 - ARCHIMEDES (Aalborg, Brighton & Hove, San Sebastian, Iasi, Monza, Usti nad Labem) [80 measures]
 - ELAN (Ljubljana, Gent, Porto, Brno, Zagreb) [65 measures]
 - MIMOSA (Bologna, Funchal, Utrecht, Gdansk, Tallinn) [73 measures]
 - MODERN (Craiova, Brescia, Vitoria/Gasteiz, Coimbra) [42 measures]
 - RENAISSANCE (Szczecinek, Perugia, Bath, Gorna Oryahovitsa, Skopje) [42 measures]
- POINTER project (a support action), responsible for monitoring, and methodology of evaluation and policy assessment

Measures overview

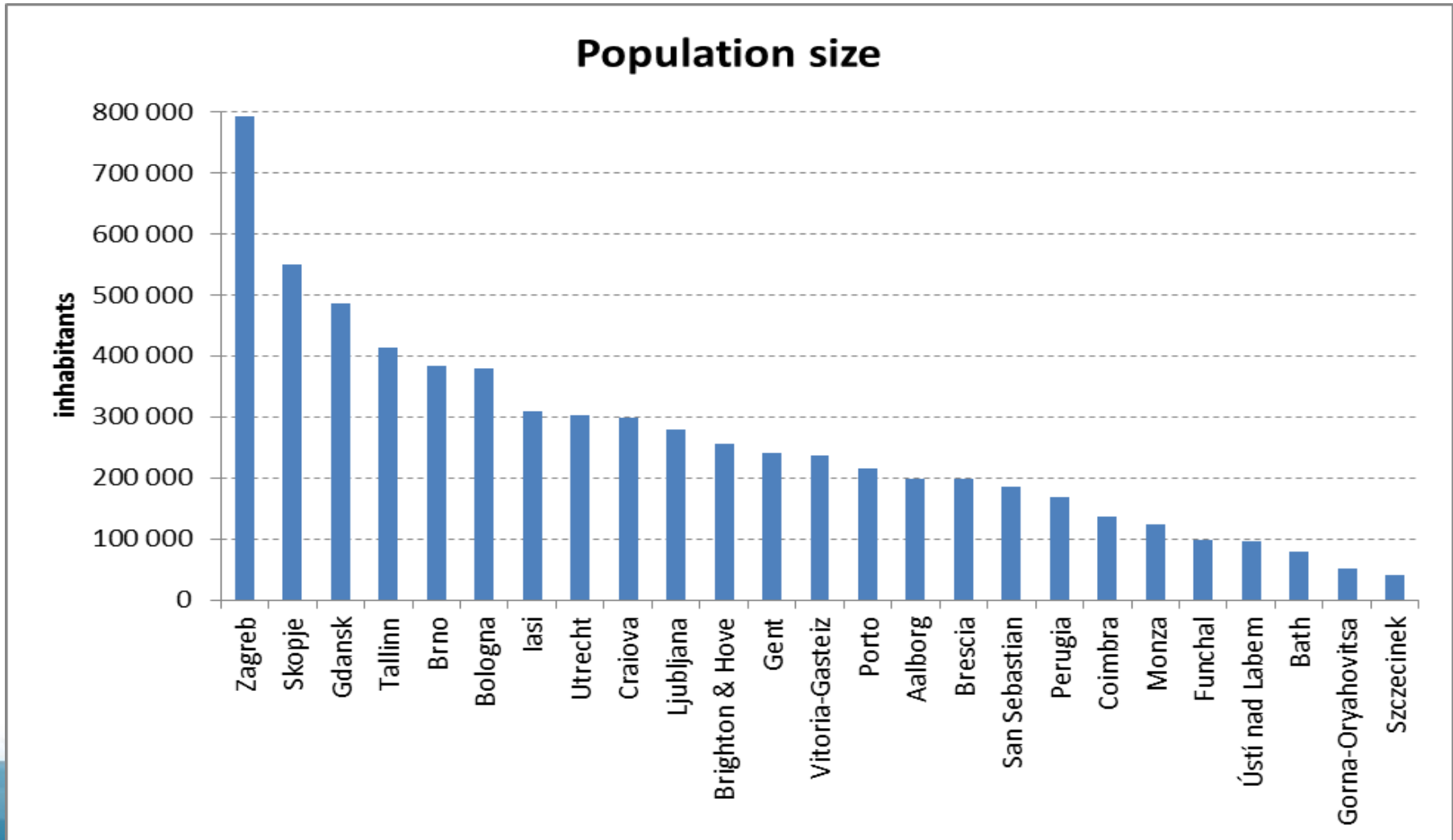
Projects	Alternative fuels	PT	Demand management	Mobility management	Safety	Vehicle use	Freight	Telematics	Total
ARCHIMEDES	6	12	9	14	9	12	5	15	82
ELAN	14	8	5	15	8	4	4	9	67
MIMOSA	7	12	5	11	6	9	6	10	66
MODERN	9	5	4	7	5	5	3	7	45
RENAISSANCE	6	4	6	6	5	6	2	6	41
<i>Total</i>	<i>42</i>	<i>41</i>	<i>29</i>	<i>53</i>	<i>33</i>	<i>36</i>	<i>20</i>	<i>47</i>	<i>301</i>

CIVITAS Plus Edition: Evaluation

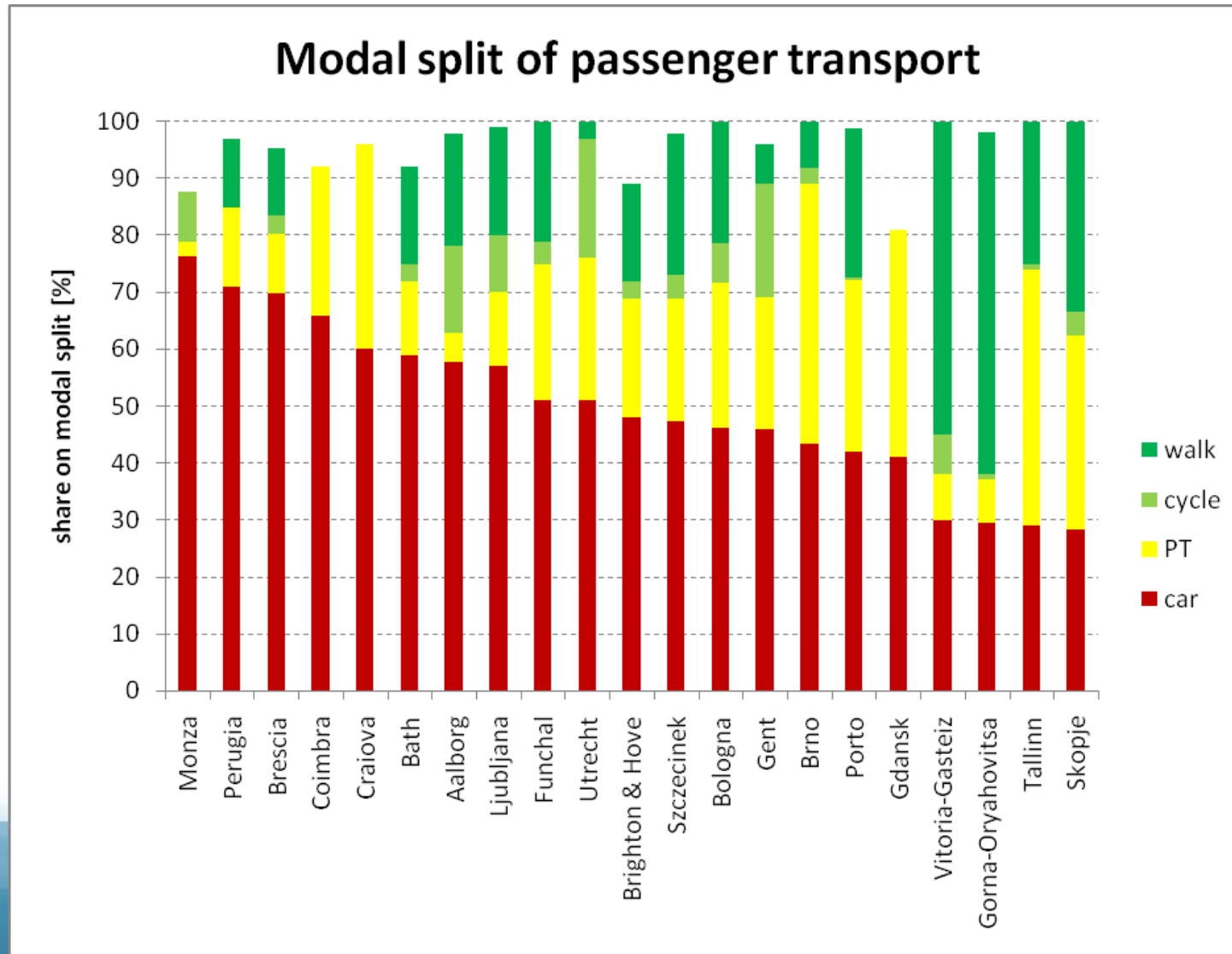
- CIVITAS demonstration cities = living laboratories for conducting innovative sustainability measures
- Impact and Process evaluation
(Scope: Measure Level, Package Level, City Level, CIVITAS Plus level)
 - *Impact evaluation* = more quantitative oriented, 30 indicators in five categories (economy, energy, environment, society, transport) in which impacts are measured
 - *Process evaluation* = barriers, drivers and actions undertaken, 'stories behind the figures'
- **Policy assessment (at the city level)**



Civitas Plus cities: Characteristic



Civitas Plus cities: Characteristic



Why a policy assessment?

- Policy documents and policy decision processes influence the implementation and impacts of different sustainable transport measures
 - Policy-related issues = a barrier and/or a driver of implementation of sustainable transport measures
- No consistent analysis of relationships between the quality of policy environment and efficiency of measures and their impacts up to now
- A systematic approach to analyze the policy environment and its influence on sustainable measures and their impacts
 - Based on calculation of the Index of Policy Environment

Index of Policy Environment (IPE): Methodology

- 2 main components, 10 indicators
 - Decision-making processes and policy documents (8 indicators)
 - Communication with key stakeholders at different levels (2 indicators)
- Calculation of weights of indicators
 - Based on pair comparison of importance of indicators
 - Assessed by experts from thorough Europe (NL, GB, CZ, B)
- Sensitivity analysis
 - Changes of weights can not substantially influence the final results
- Investigation of relationships between various determinants of cities and IPE

Indicators of IPE

Number of policies

Existence of a transport policy

Active use of a traffic model

Long-term planning beyond 2020

Number of local governments since 2008 (beg. of CIVITAS Plus)

Planning of financial resources

Planning of human resources

Active communication with local politicians

Involvement of public – variety of approaches

Regular revisions of strategies and policies

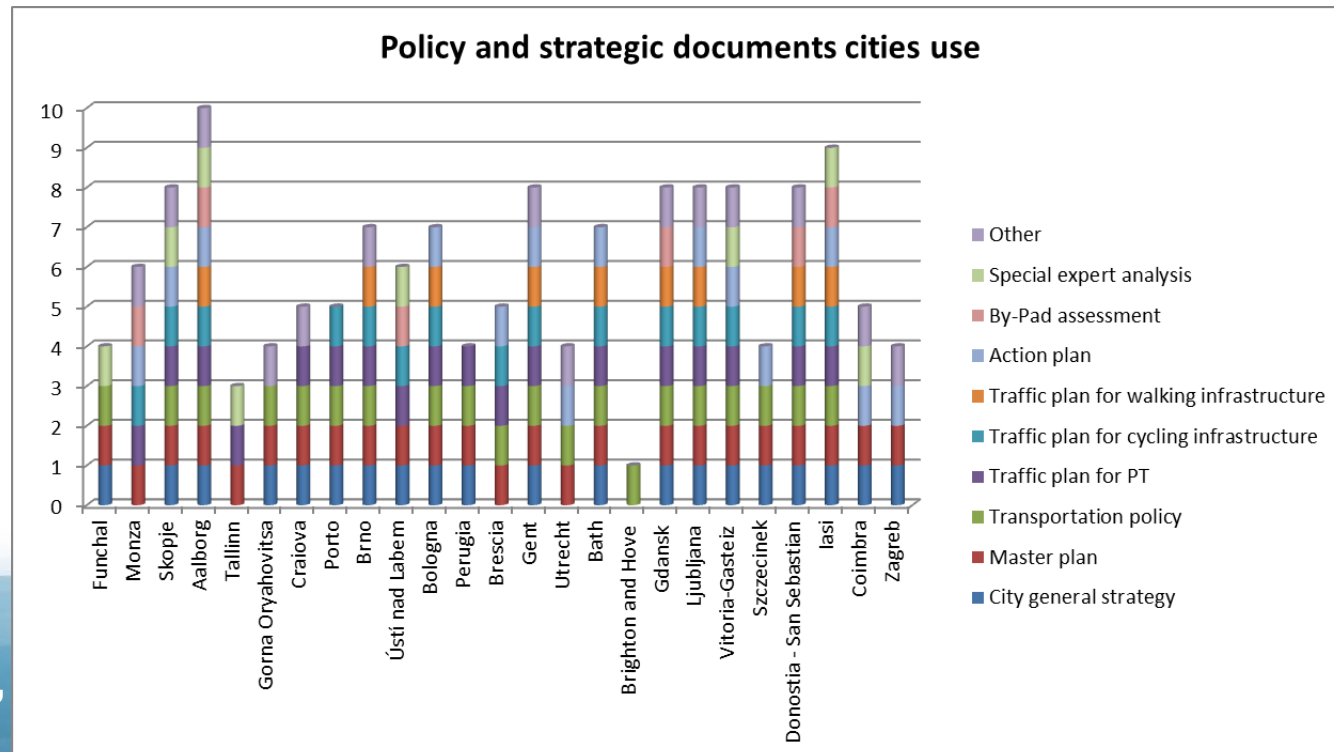
Data collection

- Data from Eurostat
- Policy-related data: collected using semi-structured interviews with all 25 CIVITAS Plus cities
- Answer sheets verified by cities by email
 - Aalborg, Brighton & Hove,
 - San Sebastian, Iasi, Monza, Usti nad Labem
 - Ljubljana, Gent, Porto, Brno, Zagreb
 - Bologna, Funchal, Utrecht, Gdansk, Tallinn
 - Craiova, Brescia, Vitoria/Gasteiz, Coimbra
 - Szczecinek, Perugia, Bath, Gorna Oryahovitsa, Skopje

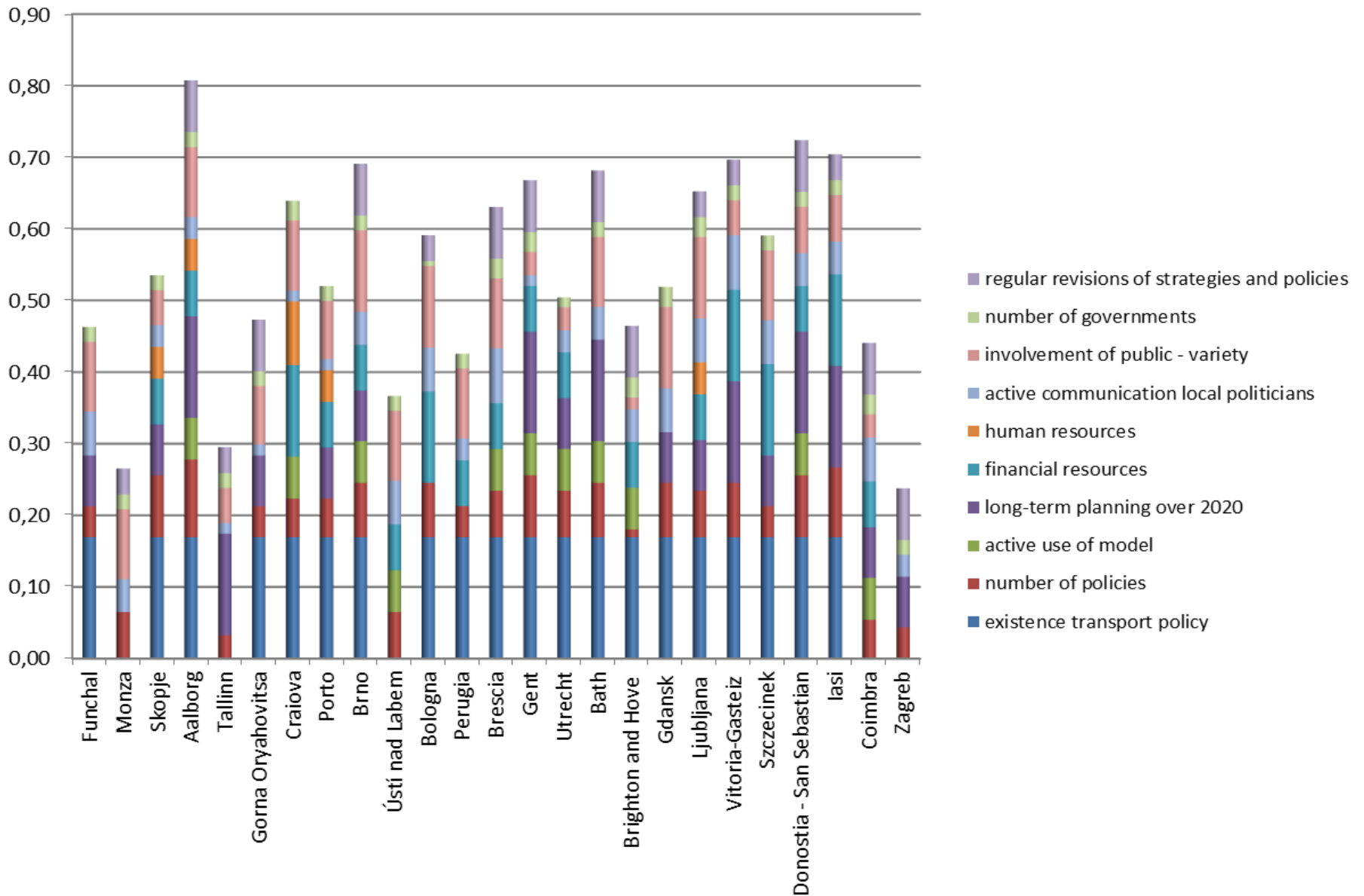


Civitas Plus cities - characteristics

- A SUMP or a sector transport document in 20 cities
 - Some SUMPs were prepared under Civitas Plus
 - New documents focused on freight transport, cycling, PT services created, travel plans



Results of IPE calculation for CIV Plus cities



Aalborg: Example of the good policy environment

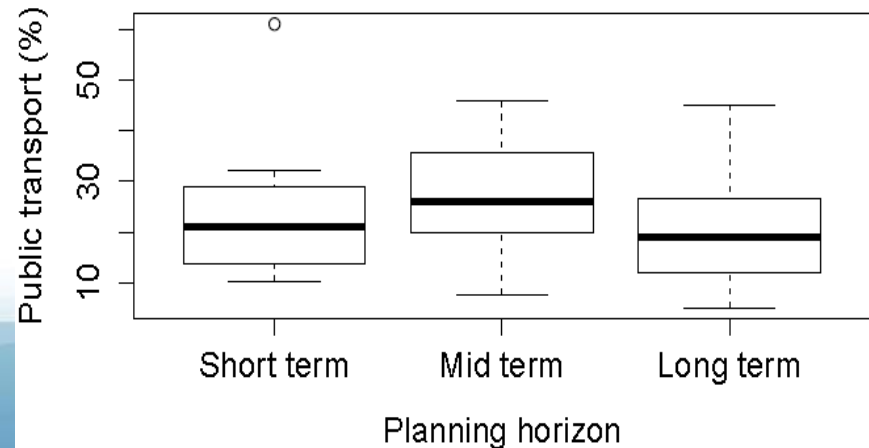
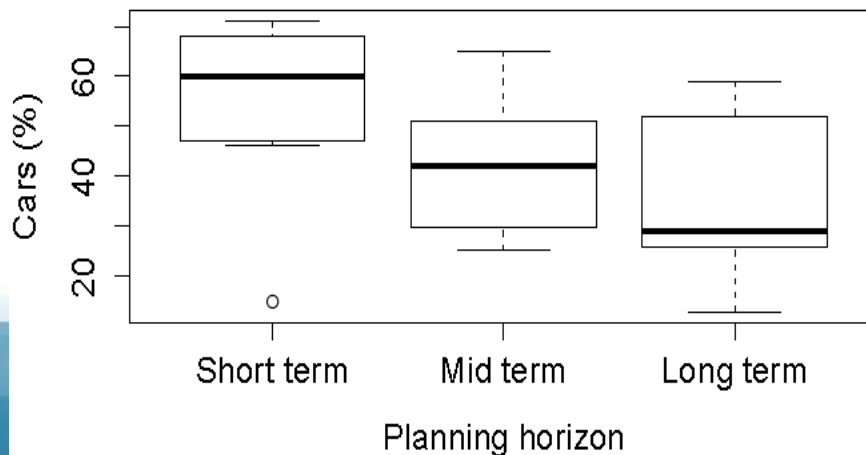
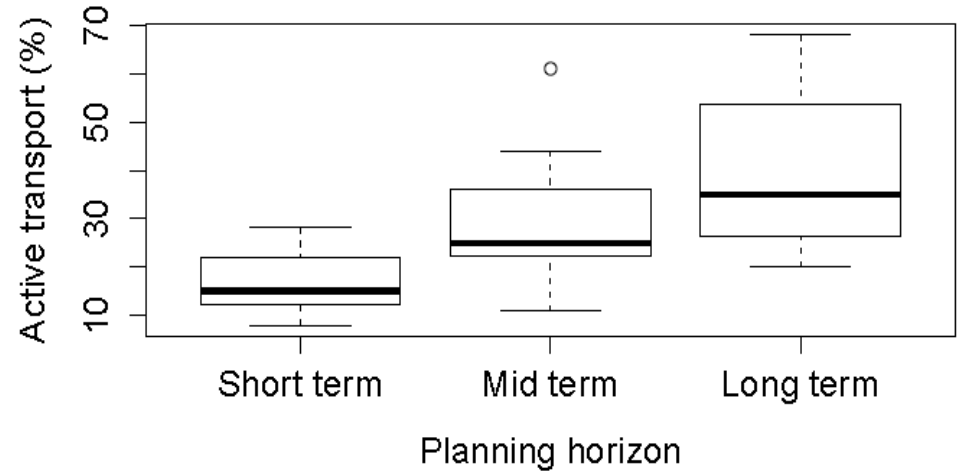
- General Transport Policy since 1990
- Mobility Strategy for 2013-2025
- Variety of policies covering each of the important fields of sustainable mobility
 - the city tries to integrate them, prepare new documents in a way consistent with the existing ones and update them regularly
- Involvement of the public

Relationships between the planning horizon and modal split

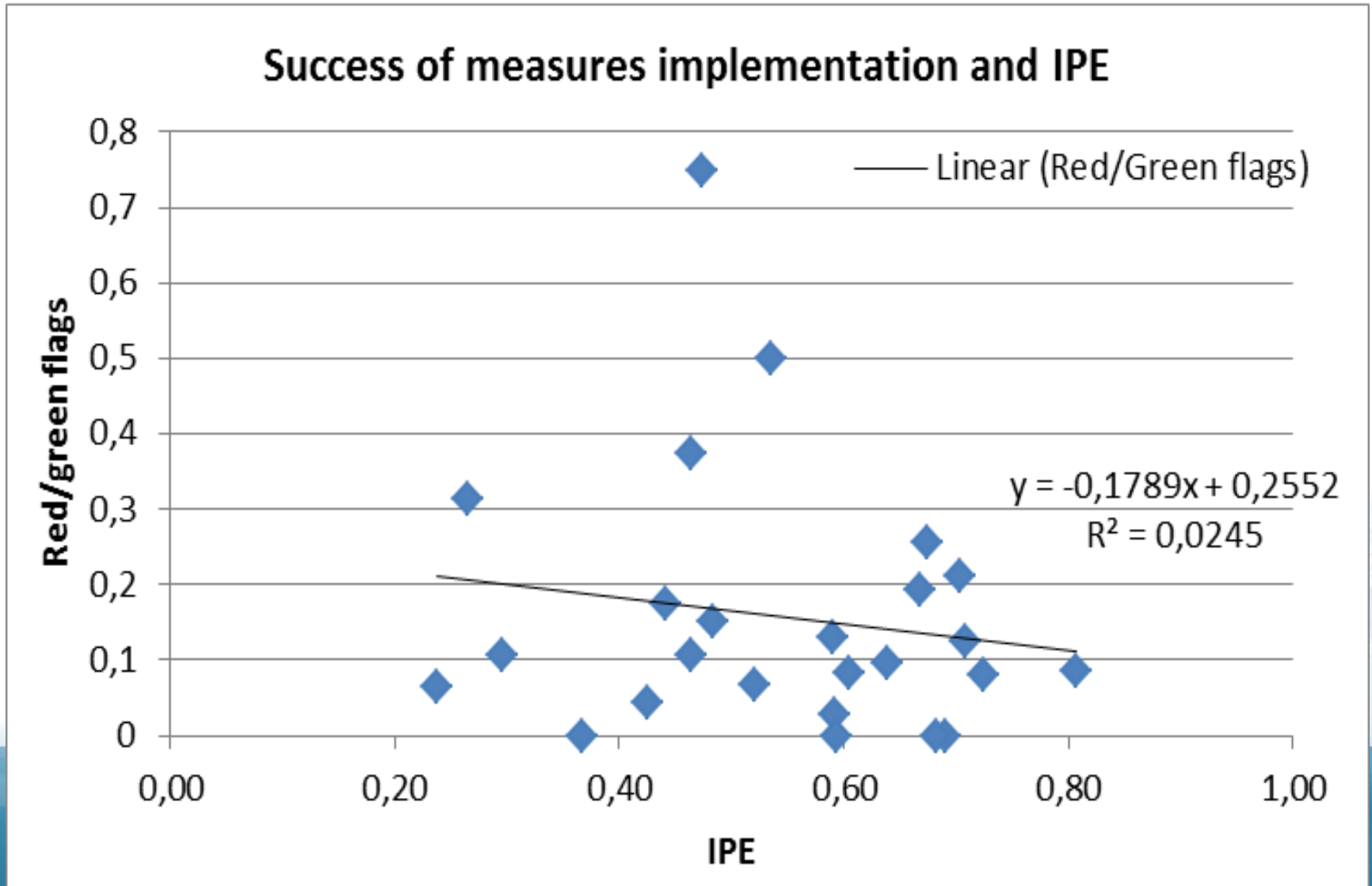
With higher values of indicator of long-term planning:

- share of active transport \uparrow
- share of cars \downarrow
- share of public transport indifferent

The higher the value of IPE, the higher share of green flags suggesting more successful implementation of measures



Relationships between the indicator of success of measures implementation and IPE



Results

- *Policy environment* influences the implementation process of sustainable mobility measures though the effect is not fatal and usually does not prevent the measure implementation
- An influence of long-term planning on modal split identified
 - Esp. on active transport and slightly on cars
- CIVITAS Plus measures are the main focus of this paper, however **a potential to enlarge the methodology to other cities**

Discussion

- Difficulties met:
- Policy is difficult to quantify.
- European cities differ substantially among each other, difficult to identify any groups based on systematic similarities.
- Policies operate at different levels (national x regional x local)
- Policy change is usually incremental. Some cities have prepared a policy document but it is not approved yet.
- Our main focus was on policies actively used by cities, or those with which our respondents were familiar. There may be documents, especially those of a partial importance, which were probably not included in our analysis.

Further steps

- Further research:
 - Methodological:
 - Integrate of planning towards sustainable mobility with land-use planning
 - Enlarge the sample of experts for calculation of weights
 - Further theoretical analysis of indicators of IPE
 - Widen the sample of cities

Thank you for your attention!

Contact:

Hana Brůhová-Foltýnová

hana.bruhova@cdv.cz

Radomíra Jodrová

radomira.jodrova@cdv.cz

