

SUITS



WP2 Contextualisation of Project cities

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1 Executive Summary

The aim of SUITS is to increase the capacity of local authorities to implement sustainable transport measures. This is to be achieved through two major levers. On the one hand through the stimulation of an organisational change process in the local authorities whose aim is to break down obsolete structures and working relationships and to create an environment that offers the necessary space for creative development and productive cooperation. On the other hand, the mobility departments should be provided with methods, tools and materials suitable to enhance their knowledge and their technical capacity in specific areas e.g. use of open data and citizen engagement.

To understand how cities can be supported, it is important to analyse which factors influence the capacity of cities to act in the planning and development of mobility measures. For this, a triangulation procedure was used, which contained quantitative and qualitative analysis methods. Different methods were applied to the same question in order to balance the strengths and weaknesses of the individual methods and to achieve a higher validity of the research results.

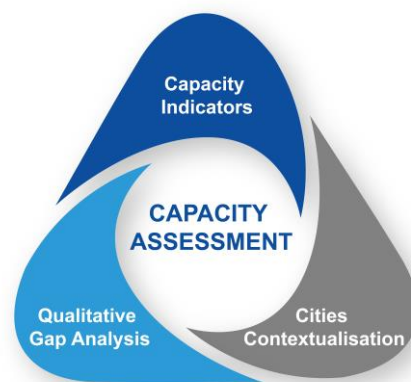


Figure 1: Triangulation of methods for capacity assessment

In the first step a comprehensive characterisation and contextualisation survey was conducted to assess the cities socio-economic, demographic, cultural and political context as well as their actual situation in terms of mobility and transport, their main activities and their limitations in this field.

The second step was a capacity assessment of all the cities. The Evaluation Framework of Task 2.2 was employed to collect information on the self-assessment of the cities through a set of indicators with which the performance of individual cities can be measured. In total, twelve local organizations including Municipalities were interviewed in the 7 cities. The results designated weaknesses and strengths of the cities. More specifically, enablers and barriers for the operation of the cities were identified in respect to the implementation of plans. The final product of this analysis was a set of indicators that each City Authority should focus on in order to improve its capacity to implement plans. Conclusions were based on both the performance and the importance that was attributed to each factor.

In order to exploit the results of the capacity assessment, the challenges faced in the operational environment were identified using different qualitative analysis methods. The most

effective were various workshops, held with the project cities in the frame of project meetings. Another source of information that provided important insights on this topic was the exchange of experiences between the academic partners assigned to each city to work closely with them.

In the third step the focus was on the measures that each city is encouraged to implement as part of the project. The cooperation with the cities in the concrete measures pursues two objectives. On the one hand, concrete information extracted from research results and good practice examples is to be made available to cities in order to increase their capacity to act. At the same time, it will be examined which information offers the greatest added value for cities and which concrete problems arise in the implementation of the measures. These findings form an important basis for the iterative development of support materials, which should ultimately be generic and suitable to support other cities in the development of sustainable mobility measures and services. From the experiences made through cooperation with the cities, good practice examples are to be created and recommendations for action are to be generated.

Through the investigations with the cities, 15 challenges could be derived, based on which further cooperation on their measures will take place. These challenges reflect the major challenges that every city, regardless of its size or framework conditions, faces when implementing sustainable mobility measures. As the final activity in WP2, cities were asked to link 3 of their measures to 3 challenges each, on which they want to concentrate in the further planning and/or implementation of the measures. Considering the results of the capacity assessment, suggestions for the most crucial challenges were made to the cities, but they could choose for themselves. It was important to form this focus, as it became clear in the cooperation that activities, obstacles and challenges form a large and sometimes confusing field. Not everything can be supported and for further cooperation on the measures, it must be clear which input the project will provide and what the gain in knowledge should be. Concentrating on a few challenges per measure provides the necessary structure for this. Since the challenges are generic, the cities were also asked to adapt them to their context and to formulate goals they wanted to achieve for each challenge within a measure.

The work presented in this Working Package of SUITS project aims at depicting the current state of the participating cities and designating the priorities they need to set in order to improve their capacity as far the implementation of plans is concerned. The completed version of this deliverable will link the information obtained by the contextualization of the cities to the capacity assessment results and the material obtained through the collaboration with the cities ensuring that the targets set per city correspond to their needs and mobility priorities. This analysis will be employed as input for further analysis to be conducted in other working packages in order to materialize and count the impact of the proposed changes.

2 Cities characterisation

The objective of this section is the provision of a baseline assessment of each city regarding the existing situation in terms of mobility and transport, derived from the analysis of the surveys proposed to the cities delegates. Thanks to the survey, it has been possible to collect information about the socio-economic, demographic and mobility context, for the assessment of the city. Section 2.1 presents more detailed information on the questionnaire itself.