CIVITAS SUITS Projects ▶

THE CIVITAS INITIATIVE IS CO-FINANCED BY THE EUROPEAN UNION

*The **SUITS** project stands for **Sustainable Urban Integrated Transport Systems: Transferable tools for S-M local authorities.** SUITS aim is to substantially increase the capacity of Small-Medium local authorities to develop and implement sustainable, inclusive, integrated and accessible transport strategies, policies, technologies, practices, procedures, tools, measures and intelligent transport systems that recognize the end-to-end travel experiences of all users and freight.*

SUITS 1st Policy Brief: Sustainable Urban Mobility in Europe – from Planning to Implementation

SUITS project has issued the 1st Policy Brief, debating on: "Sustainable Urban Mobility in Europe – from Planning to Implementation".

Questions posed in order to answer "why?"; cities stipulate SUMPs but then struggle to implement ambitious walking, cycling and other sustainable measures. Read more in: SUITS Policy Brief 1.

SUITS: Identifying & developing the change vision for cities

SUITS project has performed an analysis on identifying & developing the change vision for cities. This analysis is based on the "trust questionnaire" which was sent to all cities in the last couple of months/weeks (October-November 2017).
The results demonstrate the key values, levels of trust and risk attitude, motivational climate for change and potential barriers of one particular city. These findings allow us to develop a change vision for your city regarding the development of a capacity building programme to enhance local authorities' capacity into performing mobility projects. Please note, this report is only based on a very small number of questionnaires and thus, any results have to be taken carefully. Further answers of the cities' departments/local authorities are needed to get stronger results (work in progress).

Open Invitation for SUITS Social Impact Assessment survey

Social Impact Assessments (SIA) are key tools in ensuring that social, cultural and other issues are considered during the planning and implementation of transport measures. The SUITS team is investigating how SIAs are currently undertaken in sustainable transport projects, what factors they should include and how an SIA approach could be used to look at the impact of our project. The results will be used to formulate the key drivers/elements of social impact assessment for future transport innovations.

We would welcome transport stakeholders, Local Authorities, members of existing consortia and other interested parties to take part in this survey.

Let us know your views! Take the survey now!

Survey password: SUITSIA

The survey will be kept open until 21 March 2018

SUITS project has delivered insights on innovative financing, procurement and business models to Romanian Local Authorities and stakeholders.

The conference "Sustainable Urban Mobility in the Functional Urban Area of Alba Iulia Municipality was organised by Alba Iulia Municipality, on December 21st, 2017.

The 30 participants represented Alba Iulia Municipality, Agency of Regional Development, Alba County, Alba Iulia Metropolitan Public Transport Agency & Companies, Integral Consulting R&D Bucharest.

The first presentation referred to solutions of upgrading the mobility plans under CHESTNUT project (CompreHensive Elaboration of STrategic plaNs for sustainable Urban Transport), financed by Interreg Danube Transnational Programme.

Integral Consulting R&D and Alba Iulia Municipality, members of SUITS project consortium, informed about SUITS project:

1. Objectives, members, collaboration between work packages and with other projects (SUMPs-Up, Prosperity, CIVITAS) to provide an enhanced capacity of local authorities to develop the sustainable mobility, through innovative mechanisms.
2. Description of the three Guidelines: mechanisms and strategies for innovative business models, financing and public procurement, for sustainable mobility in small and medium cities. International best practice through relevant case studies. The Guidelines will be tested in a pilot project under the coordination of Alba Iulia Municipality (2018-2019).
3. The final versions of the Guides and the Integrated decision support tools will be delivered after integrating the results of the Pilot Application.

Both SUITS and CHESTNUT projects address urban challenges related to transportation to be tackled based on the Sustainable mobility plans of the cities and innovative instruments within the Functional Urban Area of Alba Iulia.

The participants in the Conference were interested in the opportunities provided by the two projects – CHESTNUT and SUITS - to enhance the capacity and efficiency of the Local Authorities and in applying the measures to develop sustainable urban mobility.

Stefan Roseanu
Integral Consulting R&D

Which factors influence cities' capacity to deliver sustainable urban transport measures?

During SUITS project meeting in 15- 16 December 2017, a special WP5 workshop was organized, where SUITS cities' representatives (Coventry, Stuttgart, Torino, Rome, Valencia, Alba Iulia and Kalamaria) were grouped into teams to recognize and compare their most serious organizational, political, legal and societal capacity gaps in terms of local sustainable urban transport planning. SUITS cities' representatives reported that critical elements that affect their capacity levels included:

- unstable political agendas,
- lack of communication between authorities' departments,
- poor staff expertise in emerging transport technologies,
- difficulties in gaining public acceptance of car-free measures,
- over-ambitious planning and
- inability to secure and allocate financing during the whole lifetime of transport projects

In small and medium-sized cities particularly, capacity weaknesses mostly pertain to inadequate staff resources, low expertise on innovating financing mechanisms and sustainable transport planning along with ineffective communication channels for promoting the value of sustainable urban transport measures to the local community. However, contrary to larger cities, in smaller cities, political decisions are sometimes faster since the involved stakeholders are fewer and easier to deal with.

Workshop activities also revealed a set of best practices that SUITS cities have developed in order to enhance their capacity for delivering sustainable urban transport measures in their local networks. For instance, in Coventry, living-labs identify legal implications prior to the introduction of advanced transport measures while in Stuttgart, the establishment of a high-level steering committee secures the stability of the local transport agenda.

These findings will significantly determine the content of SUITS capacity building modules. SUITS modules will target small and medium-sized local authorities' staff and will attempt to address authorities' capacity weaknesses and provide available resources and practices to deal with them while triggering the creation of a common mindset among local authorities' staff and departments.

WP5 workshop in Turin was facilitated by LEVER Development Consultants S.A., Polytechnic of Turin and Technical University of Ilmenau, Germany.

Dr. Georgios Georgiadis

How to transform a Data Management Plan to a useful-active tool of the project

The CIVITAS/SUITS project (www.suits-project.eu) plans to collect, generate and manage data from and in the following countries: UK, Germany, Italy, Spain, Greece, Romania, Lithuania, Portugal and Hungary. The project's Data Management Plan (DMP) details what data the project will generate and manage, whether and how it will be exploited or made accessible for verification and re-use, and how it will be curated and preserved. Before the DMP, the signed Consortium Agreement defined the ownership of key prior and post knowledge (IPR, data etc.) of all involved parties (including partners and cities).

The SUITS consortium deposits all applicable data in the project's data repository, called "DaRe", set up and maintained bySBOING (www.sboing.net), and it will take measures to make it possible for third parties to access, mine, exploit, reproduce and disseminate — free of charge — the following:

- the data, including associated metadata, needed to validate the results presented in scientific publications;
- collected data during the project, after anonymization and including associated
- metadata, as specified in the DMP;
- generated data during the project, including associated metadata, as specified in the Consortium Agreement and in the DMP;
- public project reports and public deliverables;
- all dissemination-related material.

All data will be made available in XML format and/or in text/CSV (comma separated) format.

Data in databases will be accompanied by an open schema and fully documented specifications to allow full and unrestricted accessibility. The SUITS consortium will conform to the DMP templates regarding their uploaded datasets and will make every effort through the project's dissemination activities to make this content discoverable, accessible, intelligible, and usable by all interested stakeholders (especially by other EU related projects). A searchable index and an information classification system of all relevant datasets will be developed, applicable to all cases and data types, while at the same time respecting all relevant IPR and copyright requirements pertaining to these datasets.

The DMP will evolve during the lifespan of the project. It outlines how the project data will be handled during the lifetime of the project and after the project is completed. Types of data that are managed by the DMP include traffic data (GPS traces of tracked vehicles), citizen survey responses, logistics fleet management and freight data, as well as other urban mobility-related data.

The initial version of the DMP was delivered in the 6th month (M6) of the project. More elaborated and updated versions of the DMP are to be made available every 6 months, to fine-tune it according to the data generated and to the data uses that will be identified by the consortium.

An overview of the data collection, processing, analysis and management that will be carried out in SUITS is depicted in Figure 1, below:

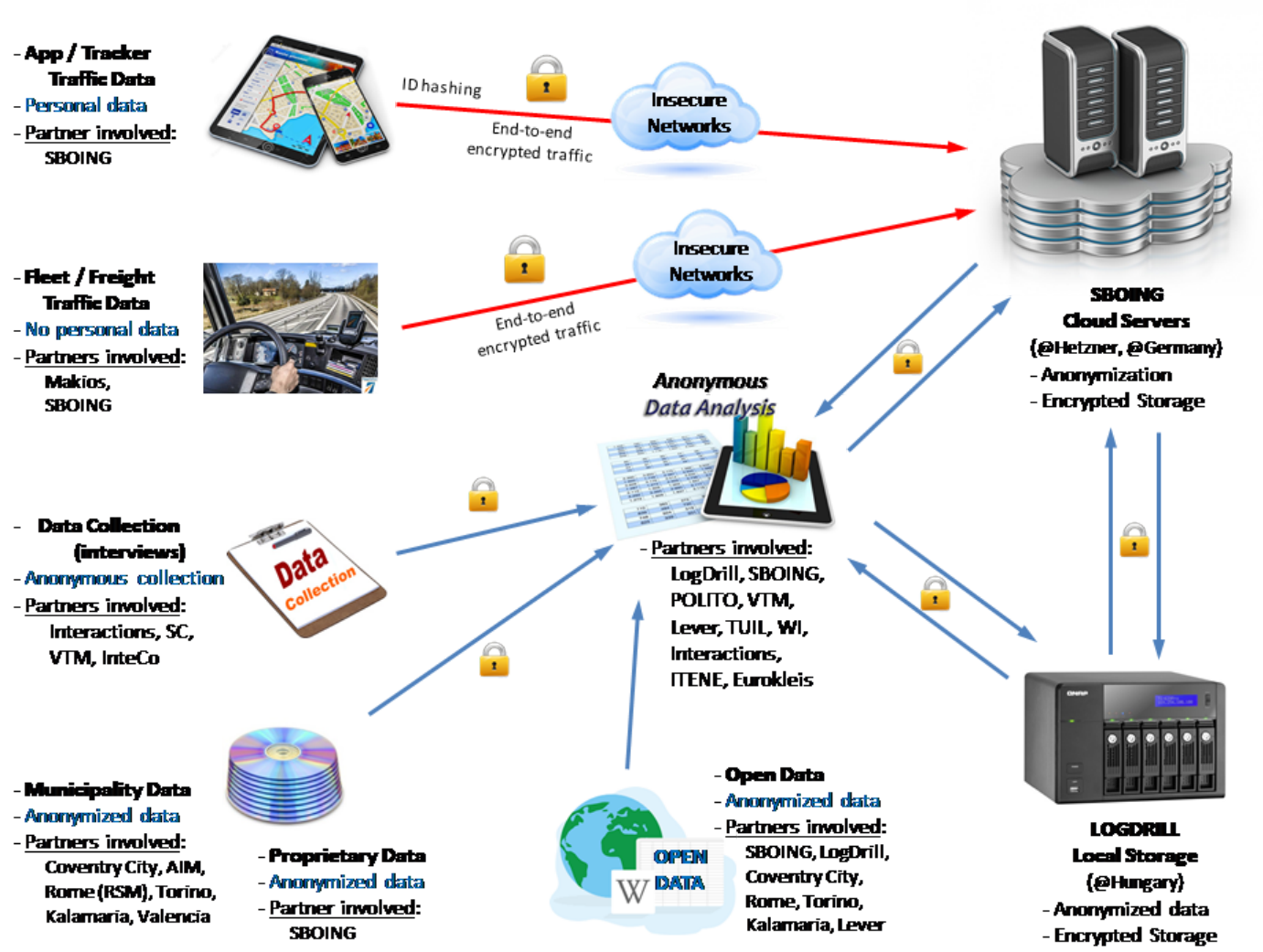

Figure 1: Data collection, processing, analysis and management in the CIVITAS/SUITS project.

Dr. Fotis K. Liotopoulos
General Manager, SBOING.net

Introducing self-driving vehicle technology in Coventry

Coventry City Council is a partner on various transport projects including SUITS. Of particular interest is the UK Autodrive project, a three-year consortium led by Arup with trials in both Coventry and Milton Keynes with the aim of introducing vehicle technology allowing for self-driving vehicles and pedestrian pods.

During November 2017, Jaguar Land Rover, Ford Motors and TMETC conducted tests of self-driving vehicles on the streets of Coventry, the historic heart of the British car industry.

The OEM's hope the testing will allow a better understanding of how self-driving vehicles interact with other cars and road
infrastructure, such as traffic lights, and how models can replicate human behaviour whilst driving.

Further trials are scheduled to take place in Coventry and Milton Keynes concluding to a final series of open road demonstration events in both cities during the second half of 2018.

For further information and to download our latest free whitepaper on the future of driverless car technology and the impacts on cities, please visit the official website: http://www.ukautodrive.com/

Ranbir Jabanda
Programme Coordinator
Intelligent Mobility & Smart Cities
Coventry City Council

Research and gap analysis of data collection and analysis methods

Nowadays, urban mobility patterns are characterized by a continuous expansion and a growing dependence on the private vehicle. According to a United Nations' report, 80% of all European citizens will live and/or work in cities by 2030. Urban transport is producing adverse impacts on sustainable development, affecting the environment, health and safety of the citizens.

Because of this growing situation, the need to develop and implement sustainable and integrated urban transport systems has increased in the last years. In September 2009, the European Commission adopted an Action Plan on Urban Mobility, which provides a coherent framework for 20 concrete EU-level actions, including the acceleration of sustainable urban mobility plans development, the upgrade of data and statistics, the improvement of urban freight transport or the increase of travel information.

According to the recommendations for the development of SUMPs and SULPs, it is necessary, as a first step, to understand the city context from the mobility, transport and logistics points of view, in order to identify the specific issues and concerns that need to be tackled in the plan development. The development of a baseline scenario requires the collection of transport data. In addition, the use for which the data is required can affect the data collection methodology, and the quantity of data required.

According to ERTRAC & ALICE Urban Freight research roadmap, developed in 2014, urban freight flows represented 10-15% of urban traffic and 25% of urban transport-related CO2; nevertheless, commonly used data collection methodologies do not include freight flows. With this regard, research has revealed gaps in data collection which have implications both for understanding urban freight transport activity patterns and also for developing urban freight models. Issues that have been identified in considering urban freight data gaps include:

- Even when urban freight data is collected, it is common for different data collection processes to use different data collection methodologies. This results in data gaps when comparisons between datasets are attempted. In addition, reporting of freight data and analysis of data vary between studies carried out.
- Data about light goods vehicle activity are not always available.
- There is still a lack of data about the supply chain as a whole (i.e. the links between urban freight activity and the freight activity upstream in the supply chain).
- There is insufficient geographical detail about goods vehicle trips in urban areas.

- Data collection concerning the trips carried out by consumers for the purposes of shopping usually are not considered.
- There is insufficient freight data for non-road modes.
- Often there is relatively little information available about how data was collected and processed, and about the reliability and representativeness of the data.

Traditional data collection methods are based on manual systems or fixed road sensors, providing specific information on the location where they are installed, but not a general overview of the different transport flows. The extended use of ICTs in the last years has opened up new possibilities for high amounts of 'real-time' data collection with relatively low collection costs.

One problem which service providers need to face is the compliance with the specific privacy laws when collecting private information from users (in-vehicle devices, GPS position through smartphone detections, etc.). In addition, ICT-based technologies for automatic data collection should be combined with other traditional techniques for the inclusion of additional factors relevant for the mobility system characterization, such as land use and behavioural qualitative data necessary for decision making.

Finally, regarding active modes of transport, although these are increasing in importance in the transport systems, there are still some gaps in the data collection of them. Traditional traffic data gathering systems usually don't consider active modes of transport (especially pedestrian flows) and some other alternatives need to be considered. Traditionally, data for these modes has been gathered via surveys or national statistics. Nowadays ICT-based technologies can also play a relevant role. For example, smartphones or other small devices can act as a data provider for active mobility. With regard to this, the CIVITAS European platform has recently launched a tool inventory, including some specific applications for this kind of data gathering. More information has been provided in D 3.1., section 3.4.

In defining best data collection methods, it is important to decide the proper analysis strategies. Large amounts of data need to be treated as they can be useful for local authorities and decision-making bodies, in order to implement, assess and compare measures on mobility management.

One of the problems in collecting massive amounts of data is that much have no real value, which requires a selection and pre-filtering to get those really useful data. In addition, different data collection methodologies result in data gaps when comparisons between datasets are attempted. In this regard, Big Data systems have been conceived as an opportunity for improving management of larger amounts of collected data.

One of the most used methodologies for data analysis is the use of Key Performance Indicators (more information provided in D3.1., section 3). KPI are crucial for the assessment of the current situation of urban mobility and to compare the evolution over the time. Although the use of passengers related KPI are notably extended, there are still some gaps in the definition of most useful KPI for urban freight analysis.

Other strategies to support local authorities, based on the use of data gathered, are Decision Support Systems, which provide support to decision-makers to understand and simulate the structure of urban systems and to compute indicators for target setting and benchmarking to identify the level of service. Nevertheless, Decision Support Systems need to be considered simply as a helping tool, never as a decision system per se. The entire responsibility associated with making a decision using a DSS resides with people who built and use the system.

To conclude the gap analysis, according to the data provided by Local Authorities from cities participating in SUITS project, there is a latent need for increasing information about freight flows, O-D traffic matrix and active mobility (especially about bike trips and infrastructures). Cites find especially difficult the collection of information about freight flows, considering the difficulties to access to private companies' information, due to confidentiality reasons. On the other hand, information about traffic flows needs to be addressed from the point of view of better knowing transport patterns and demand characterization (e.g. purpose of journeys, frequency and type of freight loads, vehicle propulsion systems, fleet characteristics or passenger satisfaction data).

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Reference
SUITS Deliverable

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European Platform on Sustainable Urban Mobility Plans