

# CiViTAS

Cleaner and better transport in cities

# WIKI

## Long term evaluation

Memo 2 based on outcomes from CIVITAS II (2005-2009) and status of measures today (2014)



THE CIVITAS INITIATIVE  
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# 1 Introduction

The CIVITAS Initiative<sup>1</sup> was launched in 2002 and its fundamental aim is to support cities to introduce ambitious transport measures and policies towards sustainable urban mobility. The main way in which this is done is through CIVITAS projects in which a group of cities implements and evaluates certain measures. After more than ten years of CIVITAS, the CIVITAS WIKI project seeks to explore its long term effects. This long term evaluation will develop ‘evidence’ of what CIVITAS has achieved. What are the long term effects of CIVITAS on participating cities? To what extent did CIVITAS ‘push’ cities in the direction of sustainable mobility? Has CIVITAS helped cities to introduce transport measures and policies towards sustainable urban mobility? Is a ‘new mobility culture’ visible in terms of policies, decision making or real-life? What did the cities learn from CIVITAS and how do they use these lessons? How many of the measures implemented in CIVITAS projects are still existing? It is these kind of questions that are relevant to assess the long term impacts the CIVITAS Initiative has. The evaluations performed at the end of a single CIVITAS demonstration project give insight in the immediate results from the implementation of measures. However, its long term effects can only be assessed over a longer period of time, as most of the measures in CIVITAS aim at influencing travel behaviour and decision making processes.

The CIVITAS Initiative has supported cities in the implementation of innovative transport measures in four phases. The long term evaluation that is carried out in CIVITAS WIKI focuses on CIVITAS II, which took place from 2005 until 2009. The long-term evaluation for CIVITAS I (2002-2006) was performed within the CIVITAS CATALIST project<sup>2</sup>.

In CIVITAS II over two hundred measures were implemented and evaluated in seventeen cities. In Memo 1 insight is given in the way in which cities experienced their participation in CIVITAS II and what goals they achieved by participating. This second memo is a follow up of Memo 1 and its goals are to describe the current status of the measures and relate this to the status at the end of CIVITAS II, give insight in drivers and barriers of (success of) implementation and select cities for in-depth analysis.

The set-up of the memo is as follows. In Chapter 2 the approach of the long term evaluation is explained briefly. In Chapter 3 the status of the measures at the end of CIVITAS II and today is given, including results on cluster and city level, and information on data availability. Chapter 4 handles drivers and barriers of implementation and success of the measures. In Chapter 5 other indicators (success of implementation, success of outcome and quality of evaluation) for the selection of cities for in-depth study are analysed. In Chapter 6 the selection of cities for in-depth analysis is given, including argumentation. Finally, the next steps in the long term evaluation are explained in Chapter 7 and conclusions are given in Chapter 8.

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<sup>1</sup> [www.civitas.eu](http://www.civitas.eu)

<sup>2</sup> *CIVITAS guide for the urban transport professional*, CIVITAS CATALIST, 2012.

## 2 Long term evaluation approach

The long term evaluation consists of three steps:

1. Review of CIVITAS II results;
2. Identification of cities for more in-depth study;
3. Impact and process evaluations for cities identified in Step 2.

The first step started with a 'quick scan' desk research to determine the state-of-the-art at the end of CIVITAS II. For this the Measure Evaluation Result Templates (MERTs) from the demonstration projects and the cluster reports from CIVITAS GUARD – the evaluation support action of CIVITAS II – (these reports include integrated interpretations of the measure results) were used. After the desk research, the cities (local evaluation managers, site leaders, measure leaders) were contacted and filled in a questionnaire on their experiences with CIVITAS II during and after the project, and the status of the measures today.

In the second step, the filled in questionnaires are used to define the status of CIVITAS II measures today, and this leads to the selection of the CIVITAS II cities for which an in-depth study will be carried out. The selection of cities depends among others on the results of the analysis (is there enough suitable information that allows an in-depth analysis), the willingness of cities to cooperate and the availability of individuals that can provide support. For all cities that are selected a process evaluation will be carried out and for cities for which there are quantitative data available an impact evaluation will be carried out as well. The aim is to select eight cities for the in-depth study. This memo reports on the second step of the long term evaluation: the status of measures today and the selection of cities for in-depth analysis.

In the third step the impact and process evaluations for cities identified in Step 2 will be carried out. The impact evaluation that will be carried out will focus on appropriate key indicators for which data can be made available by the cities. The process evaluation explores the use and effect of the measures in a city after CIVITAS in a qualitative way. Most evaluations stopped after the CIVITAS evaluation, so probably only a limited amount of quantitative data (or even no data) will be available and a limited number of impact evaluations will be carried out. The analyses will identify which measures and cities were most successful in the longer term, and what circumstances made them successful.

A more elaborate description of the long term evaluation can be found in Deliverable 4.1 of CIVITAS WIKI<sup>3</sup>.

### 2.1 Questionnaires

By means of a questionnaire, all CIVITAS II cities were asked to indicate for 'their' measures in CIVITAS II whether the measure still exists (yes, partly, or no). After this a follow up question was asked: if the answer was 'yes' or 'partly' the cities were asked to briefly describe the current status of the measure, and to let us know whether data on the measure

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<sup>3</sup> D4.1 Long term evaluation approach, April 30, 2013.

are available (and where the data can be found). If the answer was ‘no’ the cities were asked to briefly describe the reason(s) for that.

All seventeen CIVITAS II cities were intensively contacted for the questionnaire between April and June 2014. Fourteen cities replied, in alphabetical order: Burgos, Debrecen, Genova, La Rochelle, Ljubljana, Malmö, Norwich, Odense, Ploiesti, Potenza, Preston, Stuttgart, Toulouse and Venezia. The findings in this article are based on their feedback only. The cities that did not respond to the questionnaire are Krakow, Suceava and Tallinn.

Part of the results in this memo are based on the questionnaire. Therefore it has to be noted that those results are based on self-reporting by the cities and are subjective. The results depend on the person from the city that filled in the questionnaire and his/her opinion on the measures.

### 3 Status of CIVITAS II measures: 2009 versus 2014

In CIVITAS II, 212 measures were planned in total. The distribution over clusters (measure types) is given in Figure 1, with on the left side the cluster that comprises most measures. The largest cluster is Public transport (22% of the total number of measures), the smallest cluster is Logistics and goods distribution (7% of the total number of measures). ***In the remainder of this memo we only look at the 186 measures from the fourteen cities that replied to the questionnaire.***

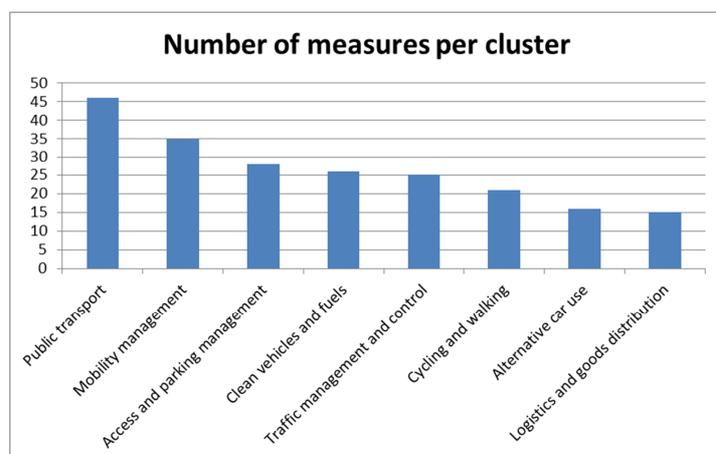
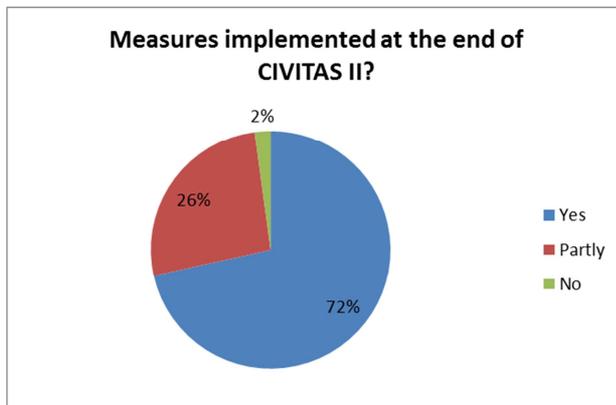


Figure 1: Distribution of planned measures over clusters.

#### 3.1 Status of measures at the end of CIVITAS II (2009)

At the end of CIVITAS II 133 of the 186 planned measures (for the fourteen cities) were implemented, 49 partly and 4 not, see Figure 2. Measures that are partly implemented are for example modified during the project or during the implementation, or the sample was made smaller than originally planned (e.g. not all planned priority lanes for public transport were realized). For the four measures that were not implemented at all there were various measure- and city-specific reasons. Sometimes measures changed during the project (e.g. due to new insights), and for part of the measures or cities, this was incorporated in new

measure descriptions. Sometimes the judgment on whether the measure was implemented or not (or partly) depends on how the city handled this change of measures (and whether they updated the description). In the in-depth analysis we will pay attention to this.



**Figure 2: Implementation of measures at the end of CIVITAS II.**

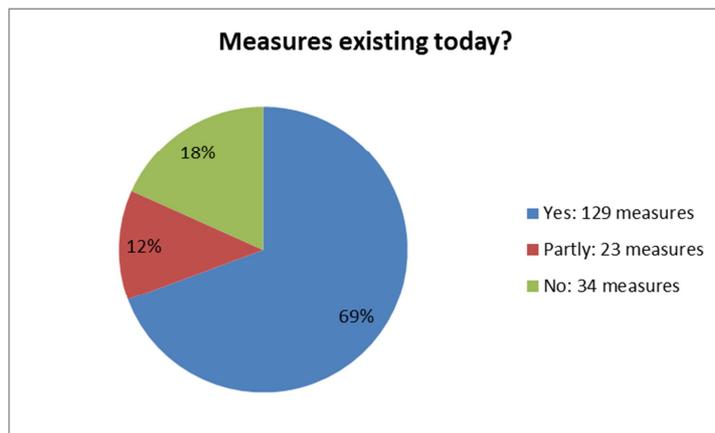
Two obvious categorizations of the measures to look at are categorization per cluster (measure type) and categorization per city.

Clusters with a relatively high implementation rate are Traffic management and control (90% implemented, 10% partly) and Cycling and walking (89% implemented, 11% partly). Clusters with a relatively low implementation rate are Logistics and goods distribution (43% implemented, 57% partly), Clean vehicles and fuels (57% implemented, 43% partly), and Alternative car use (64% implemented, 21% partly, 14% not).

When we look at full implementation, cities with a relatively high implementation rate are Stuttgart (100% implemented, five measures), Venice (92% implemented), Ploiesti and Debrecen (both 88% implemented) and Preston (83% implemented). Cities that score about average (72%) are La Rochelle, Burgos, Potenza, Malmö and Odense. Cities with a relatively low implementation rate are Ljubljana (33% implemented, three measures), Norwich (53% implemented), Toulouse (57% implemented) and Genova (64% implemented).

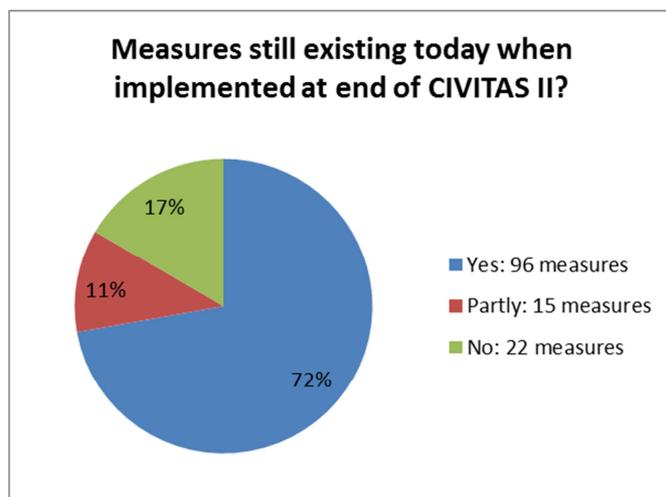
### 3.2 Status of measures today (2014)

In the questionnaire, the cities were asked whether 'their' measures still exist today. The result is summarized in Figure 3. Of the 186 planned measures (for the fourteen cities) 129 (still) exist, 23 partly and 34 not. This is a very good result five years after the project ended.



**Figure 3: Existence of measures today.**

Figure 4 and Figure 5 below show more specified results. The status of the measures today is indicated separately for the measures that were fully (Figure 4) and partly (Figure 5) implemented at the end of CIVITAS II in 2009. Since there were only four measures not implemented at the end of CIVITAS II a figure is not made for this case. Of these four measures, one of them is now implemented and the remaining three are not implemented.



**Figure 4: Existence of measures today that were implemented at the end of CIVITAS II.**

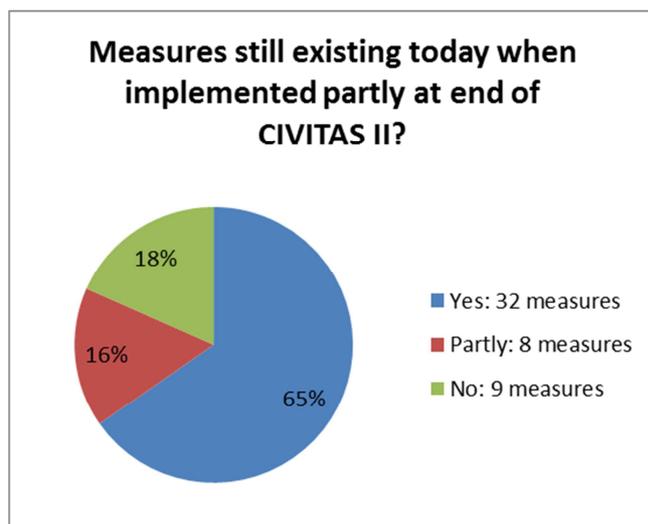


Figure 5: Existence of measures today that were partly implemented at the end of CIVITAS II.

### 3.3 Successfulness of the measures

Of the measures that were implemented at the end of CIVITAS II, 72% still exist. About half of them is developed further, e.g. improved, new features added, expanded (scaled up) or strengthened. The other half is in more or less the same state as in 2009. Of the measures that were implemented at the end of CIVITAS II, 11% partly exists. The cities indicated this for various reasons, e.g. they are still existing but not used anymore, they are adapted, part of the measure is terminated or 'toned down'. There are also measures that were implemented at the end of CIVITAS II but are not in place anymore: 17% of the total of implemented measures. Most of them were terminated (e.g. because they were not used), a couple of them were one time measures (e.g. training) that were not repeated.

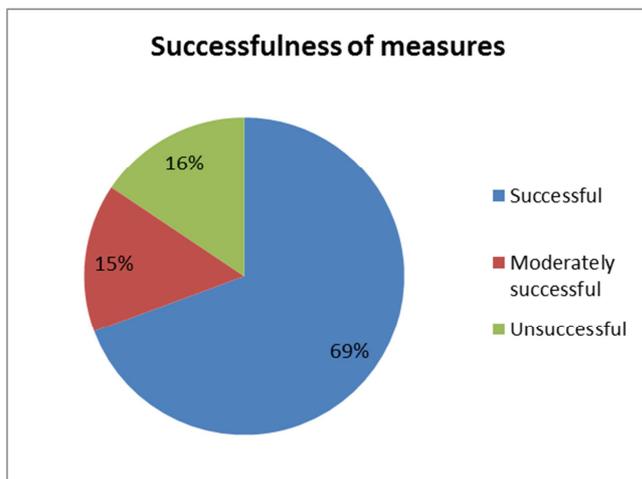
Of the measures that were partly implemented at the end of CIVITAS II, 65% is now fully implemented. About one third of them is implemented as originally planned, and about two third is improved, expanded or has new features. 16% is still partly implemented. The majority of them are more or less in the same state as at the end of CIVITAS II, few are slightly adapted. 18% does not exist anymore. Most of them are terminated, some are adapted in such a way that they do not resemble the original measure anymore.

To what end can the measures be called successful? There is not an objective indicator which says a measure is successful, so the authors of this article have come up with a categorization of measures into successful measures, unsuccessful measures, and measures that are neither successful nor unsuccessful: moderately successful measures. Table 1 shows how the measures are categorized. Of course some of the categories are a bit arbitrary, especially for the measures that are partly implemented; it depends very much on the person who filled in the questionnaire what he or she defines as 'partly'. There is one exception to the categorization as shown in Table 1: the one time measures (e.g. training) that were implemented but do not exist anymore today. They are categorized as moderately successful instead of unsuccessful.

**Table 1: Successfulness of the measures.**

		Existing today?		
		Yes	Partly	No
Implemented at the end of CIVITAS II?	Yes	Successful	Moderately successful	Unsuccessful <sup>4</sup>
	Partly	Successful	Moderately successful	Unsuccessful
	No	Successful	N/A	Unsuccessful

The result of the categorization is shown in Figure 6. As follows from Table 1, this graph strongly resembles Figure 3. About 70% of the measures from CIVITAS II is – in the long run – successful, 15% is moderately successful and about 15% is unsuccessful.



**Figure 6: Successfulness of CIVITAS II measures today.**

### 3.4 Results per cluster

In Section 3.1 conclusions are given on the implementation rates of the different clusters. The status today is more or less the same: clusters with relatively high implementation rates at the end of CIVITAS II have a relatively high ‘existence’ rate today, and clusters with relatively low implementation rates at the end of CIVITAS II have a relatively low ‘existence’ rate today. The status of the measures per cluster today is shown in Figure 7.

Clusters that are doing very well are Traffic management and control and Cycling and walking: in both clusters only two measures are partly existing, the other measures are all in place. Clusters that are about average are Mobility management, Public transport, Access and parking management and Alternative car use: between 64% and 74% of the measures

<sup>4</sup> Except for the one time measures, they are categorized as moderately successful.

(still) exists. However, both Alternative car use and Public transport include two measures that were never implemented. The clusters Logistics and goods distribution and Clean vehicles and fuels score below average.

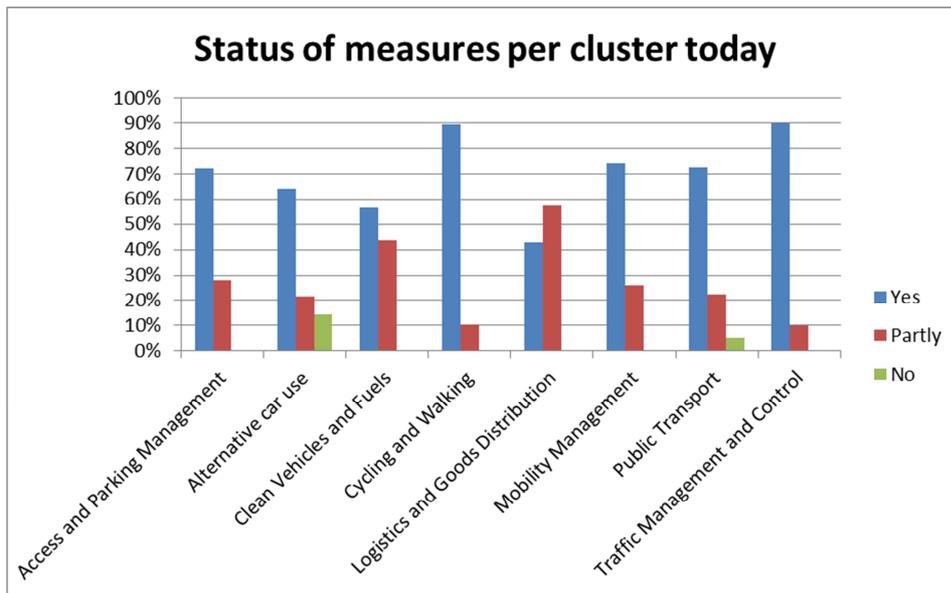


Figure 7: Existence of measures today, per cluster.

### 3.5 Results per city

In Section 3.1 conclusions are given on the implementation rates of the different cities. The status today is more or less the same: cities with relatively high implementation rates at the end of CIVITAS II have a relatively high ‘existence’ rate today, and cities with relatively low implementation rates at the end of CIVITAS II have a relatively low ‘existence’ rate today. Shown below are the status of the measures per city at the end of CIVITAS II (Figure 8) and today (Figure 9). In contrary to Figure 7 absolute numbers are shown in the graphs, because some cities have a very small number of measures and percentages can be distorted. Remember that these results are based on self-reporting from the cities, so very much dependable on the person that filled in the questionnaire. Some cities are probably more ‘honest’ about reporting failures than others. Another thing that has to be noted is that it does not mean that a city ‘failed’ when some measures are not implemented (any more). Often important lessons are learned from measures that did not succeed, and this is a successful outcome as well.

Based on what they have reported, cities that stand out today are Stuttgart and Ploiesti: all measures are fully implemented. In Stuttgart all measures were already implemented at the end of CIVITAS II, in Ploiesti one measure that was then partly implemented is now fully implemented. Other cities that score well above average today are Burgos and Toulouse. Burgos has now fully implemented two measures that were partly implemented in 2009, and Toulouse (which scored below average at the end of CIVITAS II) even has fully implemented six measures that were partly implemented in 2009. Cities that score about average when it comes to the implementation rate today are Preston, Malmö, Ljubljana, Odense, Venice and La Rochelle (between 64% and 71% fully implemented and existing today). Most of these

cities also scored about average at the end of CIVITAS II, only in Preston some measures were terminated and in Venice some measures were downgraded from ‘implemented’ to ‘partly existing’. From the questionnaire it is not always clear what the reasons for this exactly are. Ljubljana has only three measures. In Malmö all seven measures that were partly implemented at the end of CIVITAS II are not existing anymore, however four of these were one time measures. Cities that score below average are Norwich, Potenza, Debrecen and Genova. In Norwich seven measures were terminated after being (partly) implemented in CIVITAS II, in Debrecen three, and in Genova two. Potenza has a very small number of measures (four), so one measure that is terminated causes a large shift.

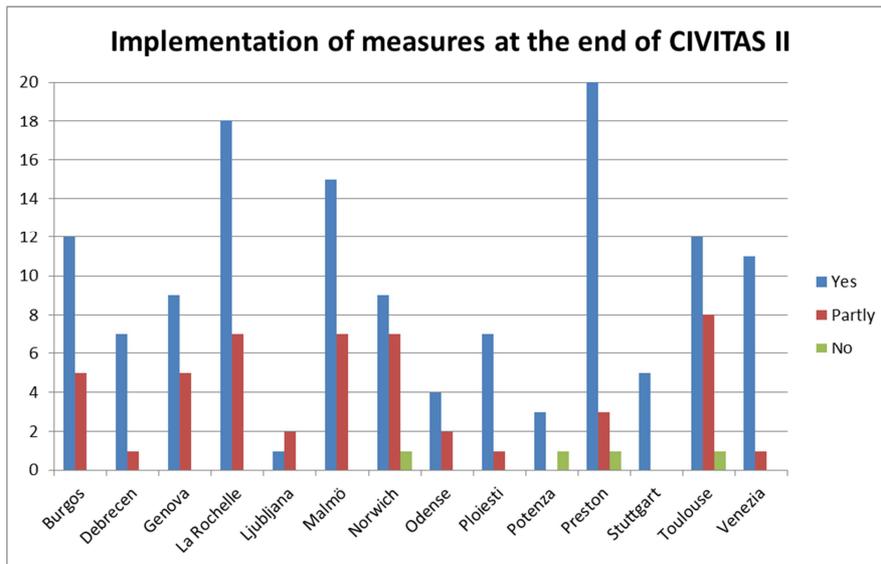


Figure 8: Implementation of measures per city at the end of CIVITAS II (2009).

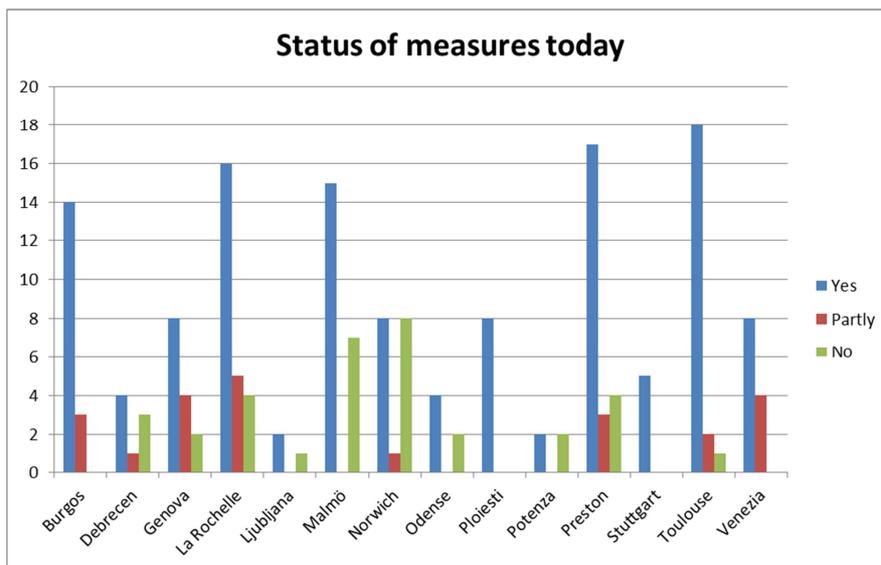


Figure 9: Existence of measures per city today.

### 3.6 Availability of quantitative data

In most cities, there are no quantitative data available on the effects of the measures. There are a few exceptions:

- Burgos: for the measure City bike scheme there are numbers on bike use, and there are quantitative data on modal split, reduction of cars, pollution, and number of users of the bus.
- Genova: for the measure Car sharing service there are data available on the use of the measure
- Malmö: there are data on the biogas production in the region (for the measure Biogas on the net) and on the compliance rate of the environmental zone (for the measure Extended environmental zone)
- Norwich: there is information about the air quality (for the measure Low emission zone) and there are results of the car sharing club (for the measure Development of a car sharing club)
- Stuttgart: there are possibly data available (only internal) on the operation of the traffic management centre (for the measure Event-oriented traffic management)
- Toulouse: for the measure High-quality bus corridors in Toulouse and development of PT segregated and secured lanes in the city centre there are data on the number of passengers, for the measure Promotion of car-pooling and integration with PT services in Toulouse there are data on the use of carpooling, for the measure Implementation of a new car-sharing service linked to PT services in Toulouse there are data on the use of car sharing, and for the measure Implementation of bus priority scheme in Toulouse there are data on the waiting times of buses at traffic lights

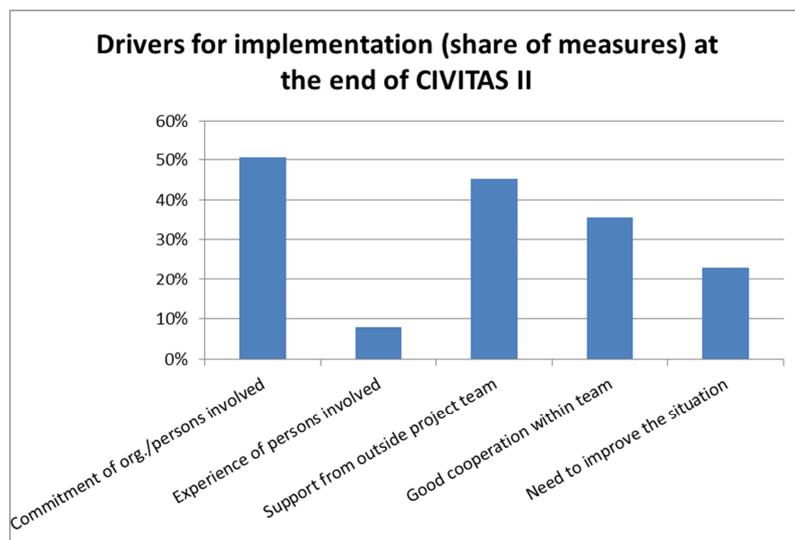
## 4 Drivers and barriers for implementation and success

At the end of CIVITAS II, drivers and barriers for implementation were reported for each measure (one or more could be selected from a list of drivers and barriers). From the answers to the questionnaires that were distributed this year, we also tried to deduce drivers and barriers. Since this was not specifically asked for, we could only do this for a few measures. This is reported in this chapter in a qualitative way, while the drivers and barriers reported at the end of CIVITAS II are shown in a quantitative way.

Drivers for implementation as reported at the end of CIVITAS II are shown in Figure 10 (the percentage of measures for which this driver was reported out of the total number of measures is shown). For half of the measures the engagement/commitment of organizations and/or persons involved was a driver, and for about 45% support from outside the project team. For over one third of the measures good structures, cooperation and management within the project team were a driver, and for more than 20% of the measures an unsatisfying situation or need to improve the situation was a driver. Experience and know-how of persons involved was a driver for less than 10% of the measures.

Drivers that were mentioned in the questionnaires (so valid for the status of the measures today) are the engagement/commitment of organizations and/or persons involved, and support from outside the project team. These are the two drivers that scored the highest at

the end of CIVITAS II as well. All mentions of these two drivers were for successful measures.

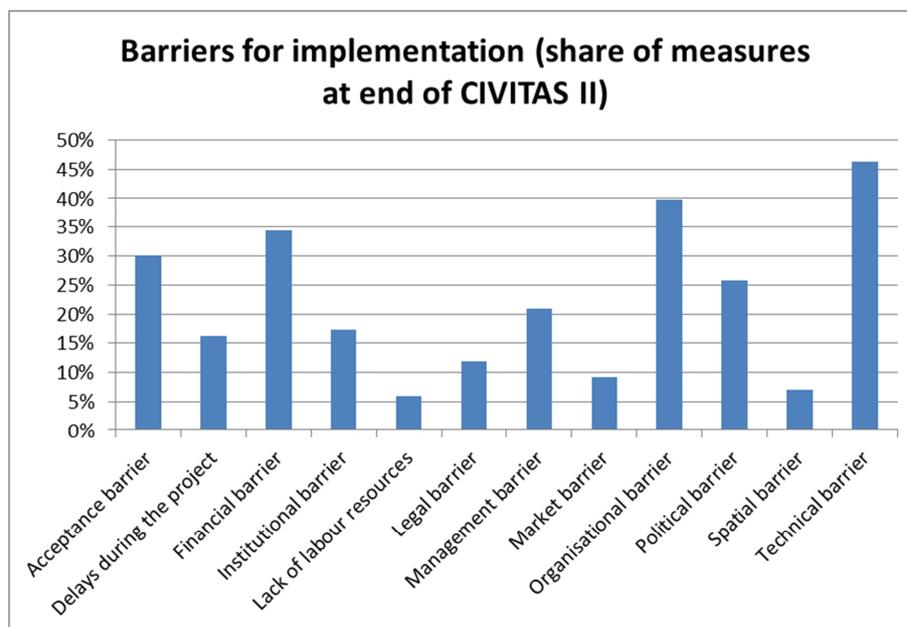


**Figure 10: Drivers for implementation reported at the end of CIVITAS II (2009).**

Measures that were categorized as successful (see Section 3.3) do not report more or other drivers at the end of CIVITAS II than measures that are moderately successful or unsuccessful. For most of the drivers the percentage of measures that experienced that driver is about the same for successful, moderately successful and unsuccessful measures. The only thing that stands out is that the driver ‘good structures, cooperation and management within the project team’ is reported almost twice as much for (moderately) successful measures as it is for unsuccessful measures.

Barriers for implementation as reported at the end of CIVITAS II are shown in Figure 11 (the percentage of measures for which this barrier was reported out of the total number of measures is shown). The top five of barriers are technical barriers (reported for 46% of the measures), organizational barriers (40%), financial barriers (34%), acceptance barriers (30%) and political barriers (26%).

Barriers that were mentioned most in the questionnaires (so valid for the status of the measures today) are financial barriers (this one was mentioned most), acceptance barriers and organizational barriers. These three are also in the top five of barriers reported at the end of CIVITAS II.



**Figure 11: Barriers for implementation reported at the end of CIVITAS II (2009).**

Measures that were categorized as unsuccessful (see Section 3.3) do not report more barriers at the end of CIVITAS II than measures that are moderately successful or successful. For most of the barriers the percentage of measures that experienced that barrier is about the same for successful, moderately successful and unsuccessful measures. Management barriers and financial barriers were encountered less by successful measures than by the other two types of measures. Technical barriers were encountered more by unsuccessful measures than by the other two types of measures.

Since the drivers and barriers were reported at the end of CIVITAS II, we also matched the scores with the level of implementation (yes, partly, no) at the end of CIVITAS II. It is not surprising that measures that were not implemented then report the most barriers, followed by the partly implemented measures. The fully implemented measures report the least barriers. However, quite surprisingly, the measures that were not implemented also report more drivers, followed by the partly implemented measures. We cannot explain what caused this surprising result.

## 5 Other input for the selection of cities for in-depth study

At the end of CIVITAS II various indicators are reported, either in MERTS or in cluster reports. Some of these indicators are useful as input for the selection of cities for in-depth study. This chapter reports on the success of implementation, success of outcome, and quality of evaluation, all on city level.

Success of the measures in relation to the implementation process and the outcome were rated by the CIVITAS projects themselves (for each measure). The scores are as follows:

- 0 = not successful
- 1 = moderately successful
- 2 = successful
- 3 = very successful

The quality of evaluation is classified by the GUARD project (the evaluation support action of CIVITAS II) in four groups (a score is given for each measure):

- 0 = problematic
- 1 = moderate
- 2 = good
- 3 = very good

The scores are given by evaluation and transport experts (people outside the CIVITAS projects that implemented and evaluated the measures). When measures are classified as moderate or problematic there has been made use of only a limited number of indicators, the indicators were less relevant for the CIVITAS objectives or the report presented only a limited detail. Very good reports do distinguish from the others by the broad and appropriate choice of indicators and the level of presentation.

A few measures were not scored (for one of the three indicators), they are set as 0. It is checked that this does not influence the conclusions. Table 2 below shows the average results per city for all three indicators. The number of measures per city is also given.

**Table 2: Average success of implementation, success of output, and quality of evaluation per city at the end of CIVITAS II.**

	Number of measures	Average success of implementation	Average success of outcome	Average quality of evaluation
Burgos	17	1.7	2.2	1.9
Debrecen	8	2.0	1.9	1.1
Genova	14	1.4	1.6	1.6
La Rochelle	25	1.7	2.6	2.1
Ljubljana	3	2.3	2.3	2.3
Malmö	22	1.4	1.3	2.1
Norwich	17	1.5	1.3	2.2
Odense	6	2.3	2.7	1.3
Ploiesti	8	2.0	2.5	1.9
Potenza	4	0.8	0.8	1.8
Preston	24	1.9	2.0	1.9
Stuttgart	5	1.8	1.6	2.2
Toulouse	21	2.3	2.4	1.9
Venice	12	2.0	2.0	1.9

There is a correlation between the scores for success of implementation and success of outcome: cities that have a high score for implementation success usually have a high score for outcome success as well, and the same goes up for lower scores. There is only one exception to this ‘rule’ and that is La Rochelle, which scores 1.7 for success of implementation and 2.6 for success of output. Ten out of the fourteen cities score 1.7 or higher for success of implementation, and nine for success of outcome, so for the majority of the cities participation to CIVITAS II can be seen as a success at the end of the project. Most of the cities that do not score 1.7 or higher score around 1.5 which is still quite good (in between moderately successful and successful). Only Potenza scores very low with a 0.8 for both indicators.

When it comes to the average quality of evaluation, there is no city that scores below 1 (moderate). Most cities score around 2 (good). Only Debrecen (1.1) and Odense (1.3) have a score that is not so high.

## 6 Selection of cities for in-depth study

In the Long term evaluation approach the selection process for cities for the in-depth study is explained. The information that is gathered for and presented in memo 1 and this memo serves as a basis. According to the Long term evaluation approach the choice of cities depends on:

1. The willingness of cities to cooperate and the availability of individuals that can help us
2. The quality of the measures in the city and the level of how promising the measures were at the end of CIVITAS II
3. The quality of the evaluation in CIVITAS II
4. The availability of data

The second item listed above is important, but we will keep in mind that measures with a lower quality at the end of CIVITAS II might – if they were not terminated – be successful now, possibly because they were adjusted. The third item is important (a good evaluation in CIVITAS II is an advantage), but not decisive for the final selection if that selection item leaves us with too few cities.

In the process of collecting the information for the long term evaluations and the selection criteria above, we also came up with some ‘softer’ criteria that are more difficult to capture in numbers, such as regional spread of cities (e.g. western and eastern European cities, cities in old and new member states), how interesting the city is to participate in the in-depth study (e.g. number of measures in a city, follow up of the measures after CIVITAS II), and how easy it is to carry it out the evaluation (e.g. is the language spoken by a project partner, regional closeness for visits).

Starting with seventeen cities that participated in CIVITAS II, in the end we select at minimal eight of them for the in-depth study. In the rest of this chapter the selection process is described.

## **Willingness to cooperate**

Three out of the seventeen cities did not respond to the questionnaire. These three cities are Krakow, Suceava and Tallinn. For the fourteen cities that did respond to the questionnaire there are contact persons. How much time these cities can spend on helping with the in-depth study (answering questions, possibly a city visit) is not known yet.

## **Quality of measures**

The quality of measures and the level of how promising they were at the end of CIVITAS II are described in Chapter 5 (success of implementation and success of outcome). There is only one city with a low score for both indicators, and that is Potenza.

## **Quality of evaluation**

The quality of evaluation is described in Chapter 5. Debrecen and Odense have a score that is on the low side.

## **Availability of data**

Section 3.6 describes for which cities there are (possibly) quantitative data available. Cities for which there are no quantitative data available are not excluded in advance, but cities for which there might be quantitative data get a 'positive' vote. These cities are: Burgos, Genova, Malmö, Norwich, Stuttgart and Toulouse.

## **Other considerations for selection**

The above selection criteria leave us with fourteen cities that might be interesting for in-depth study (the only cities that are really excluded are the cities that did not respond to the questionnaire), of which six possibly can provide quantitative data. Based on the selection criteria some cities have negative or positive points for selection. There are some other considerations that are taken into account:

- Number of measures: there are a few cities with a small amount of measures (six or less). They might be less interesting for an in-depth study. These cities are Ljubljana (3 measures), Potenza (4 measures), Stuttgart (5 measures) and Odense (6 measures).
- State of measures today: do measures still exist, are measures improved, are measures terminated? What happened to the measures after CIVITAS II is important for how interesting the city is for in-depth study. Knowledge on this is gathered from the questionnaires. If something really stands out, it is noted.
- Amongst the partners working on the Long term evaluation at least the following languages are spoken: Dutch, Italian, French and Russian.

## Final selection

Based on the above selection criteria, a summary table is made, see Table 3. Positive points for selection are marked in green, negative points in orange.

**Table 3: Summary table of selection criteria and cities for selection.**

Cities	Cooperation	Quality of measures	Quality of evaluation	Data available	Other considerations
Burgos				Yes	High number of measures, lots of measures taken further
Debrecen			X		Only small number of measures improved, some still in place, some terminated
Genova				Yes	Most measures still in place, few are taken further, geographically close to partner and language spoken
Krakow	X				
La Rochelle					High number of measures, most still in place, some improved, language spoken
Ljubljana					3 measures of which 2 implemented
Malmö				Yes	High number of measures, different kinds of take up after CIVITAS II
Norwich				Yes	High number of measures, quite some measures terminated, language spoken
Odense			X		6 measures, some adapted or improved
Ploiesti					8 measures, still in place, only few improved / taken further
Potenza		X			4 measures, of which 2 never used or terminated, language spoken
Preston					High number of measures, different kinds of take up after CIVITAS II, language spoken
Stuttgart				Yes	5 measures, most measures adapted and improved
Suceava	X				
Tallinn	X				
Toulouse				Yes	High number of measures, mixed outcomes, quite some improvements after project, language spoken
Venice					Successful implementation, some measures taken further, some the same, language spoken

Based on Table 3 the following cities are selected for in-depth study (in alphabetical order):

1. **Burgos**
2. **Genova**
3. **La Rochelle**
4. **Malmö**
5. **Norwich**
6. **Preston**
7. **Stuttgart**
8. **Toulouse**

There are three cities that are (for various reasons) also interesting for the in-depth study, and for them the in-depth study will be carried out if possible within time and budget constraints:

9. **Possibly: Ljubljana**
10. **Possibly: Ploiesti**
11. **Possibly: Venice**

These three cities are also used as back-up, in case for one or more of the first eight cities an in-depth study cannot be carried out (e.g. for practical reasons).

With the list of eight cities as above, all four CIVITAS II projects are covered (1, 2 and 7 are in CARAVEL, 3 and 6 in SUCCESS, 4 and 5 in SMILE, and 8 in MOBILIS). Also different European countries are included: Spain (Burgos), Italy (Genova), France (La Rochelle, Toulouse), Sweden (Malmö), United Kingdom (Norwich, Preston) and Germany (Stuttgart). Because no eastern European city (and also no city from a new member state) is in the selection of eight cities, Ploiesti and Ljubljana are added to the list; Ljubljana is added also because that city will host the CIVITAS Forum in 2015. Venice is added because it is probably easy to carry out an in-depth study there since TRT is a partner in the project and in the Long term evaluation.

In the eight selected cities a total of 145 measures was planned in CIVITAS II. The measures are spread nicely over the clusters, with more or less the same distribution as the measures for all cities (see Figure 1).

## 7 Next steps

The next step in the long term evaluation is actually carrying out the process and impact evaluations. For all cities that are selected in Chapter 6 a process evaluation will be carried out. For cities for which there are quantitative data available an impact evaluation will be carried out as well. The *impact evaluation* will focus on appropriate key indicators for which data can be made available by the cities. The *process evaluation* explores the use and effect of the measures in a city after CIVITAS in a qualitative way. During city visits data (qualitative and possibly quantitative) for the impact and process evaluations will be gathered, e.g. by interviewing experts and organizing discussions. When all data are processed the analysis will identify which measures and cities were most successful in the longer term, and what circumstances made them successful. For both types of evaluations a light version of the

CIVITAS WIKI evaluation methodology will be used; this methodology is based on the evaluation methodology from CIVITAS POINTER and CIVITAS GUARD.

## 8 Conclusions

Of the measures that were implemented at the end of CIVITAS II, 72% still exists and 17% does not exist anymore (the remainder is partly in place). About half of the still existing measures is developed further, e.g. improved, new features added, expanded (scaled up) or strengthened. The other half is in more or less the same state as in 2009. Of the measures that were partly implemented at the end of CIVITAS II, 65% is now fully implemented and 18% does not exist anymore. About one third of the now fully implemented measures is implemented as originally planned, and about two third is improved, expanded or has new features.

About 70% of the measures from CIVITAS II is – in the long run – successful, 15% is moderately successful and about 15% is unsuccessful.

When it comes to the ‘existence rate’ today, clusters that are doing very well are Traffic management and control and Cycling and walking. The clusters Logistics and goods distribution and Clean vehicles and fuels score below average. Cities that stand out are Stuttgart and Ploiesti. Other cities that score well above average are Burgos and Toulouse. Cities that score below average are Norwich, Potenza, Debrecen and Genova.

Most important drivers for implementation are the engagement/commitment of organizations and/or persons involved and support from outside the project team. Most important barriers for implementation are technical barriers, organizational barriers, financial barriers and acceptance barriers.

Based on the willingness of cities to cooperate, the quality of the measures in the city, the quality of the evaluation in CIVITAS II, the availability of data, and other considerations such as the number of measures in a city and the state of the measures today, eight cities are selected for in-depth study: Burgos, Genova, La Rochelle, Malmö, Norwich, Preston, Stuttgart, and Toulouse. For three extra cities an in-depth evaluation will be carried out as well if possible: Ljubljana, Ploiesti and Venice.

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