



SUITS

Rolling out mobility innovation: Investigating the conditions for successful replication within the SUITS cities

CIVITAS FORUM CONFERENCE

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SUITS project - overview

Coordinator: Coventry University
Total costs: 4,111M€
EC contribution: 4,111M€
Start date: 1 November 2016
Duration: 48 months

- UK: Coventry University, **Coventry**, Arcadis
- Italy: Politecnico di Torino, **Torino**, 5T, RSM (**Roma**), Eurokleis
- Ireland: Interactions
- Greece: Lever, Sboing, Makios **Kalamaria**
- Spain: ITENE, INNDea (**Valencia**)
- Romania: **Alba Iulia**, Integral Consulting
- Portugal: VTM
- Hungary: Logdrill
- Germany: Wuppertal Institute, Technische Universität Ilmenau (**Erfurt & Stuttgart**)
- Lithuania: Smartcontinent (**Klaipeda**)
- Belgium: SIGNOSIS



SUITS project - objectives



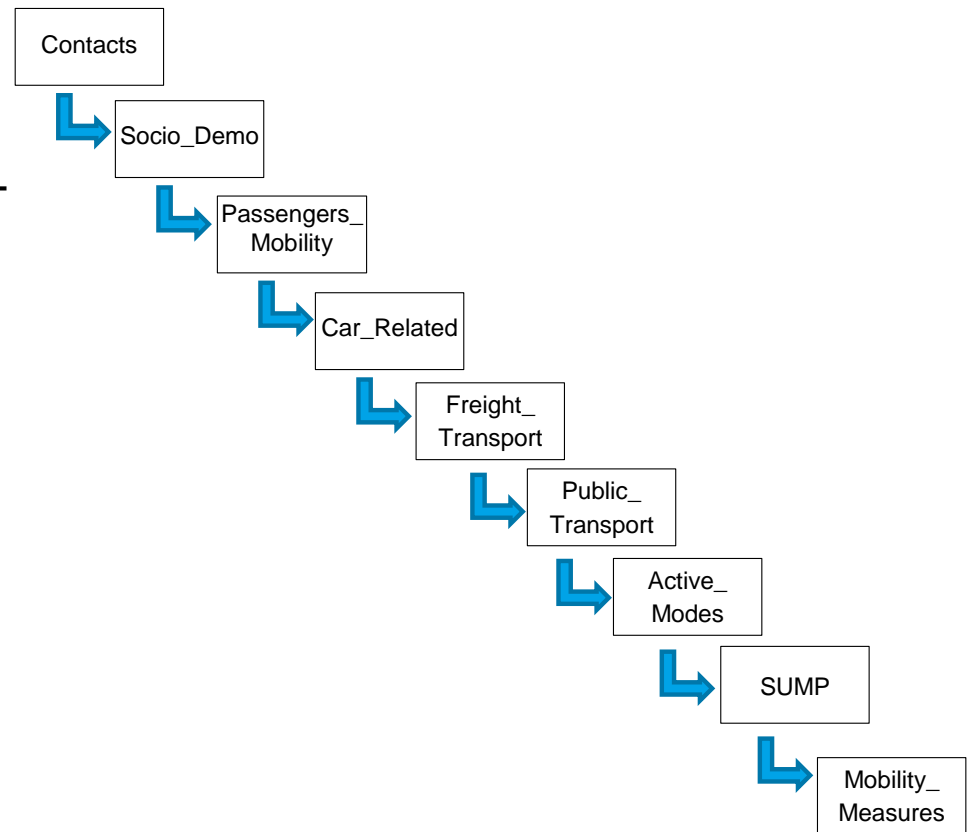
- **Cultural and behavioural change** from a socio-technical perspective at individual, organizational and institutional level;
- The collection and use of real-time, open source and legacy **data to inform urban mobility plans**;
- The integration of **freight and passenger** information and measures;
- The ability of local authorities to address the requirements of **vulnerable and hard to reach groups** and those not using sustainable modes of transport and resisting change (such as car drivers);
- Sustainable and innovative **financing** for new transport measures;
- Compliance with new **procurement** directives;
- Development of appropriate **evaluation** methods and tools for sustainable transport and mobility needs.

Motivations and methodology



- Preliminary activity in the **capacity building requirement** of the project (WP2)
- Objective of this task: **characterisation of each SUITS** city partner taking into account the socioeconomic context of each location, along with the different contextual needs, transport services configuration and available professional skills within each city
- Methodology:
 - Implementation of a survey aiming at investigating different **aspects** of the socio-economic, demographic and mobility offer of the **partner cities**
 - Development of a proper **approach** to standardize the **evaluation** and to allow the **comparison** among the different cities
 - **Identification** of “leader” and “follower” cities to better structuring the subsequent activities of the project in order to **tailor** them according to this set membership

- Nine **sections** focusing on different **aspects**
- Material coming from other **European projects** too (SUMPS-Up, Advance tool...)
- City **delegates** have been contacted by the **Associated Partners** (APs), that are part of the **SUITS consortium** and which have been supportive in the survey completion (helping with information collection, translations etc.)
- Surveying **period** started on 16th February 2017 and lasted around a month



Analysis approach

Questions have been classified according to the following group:

- A. **Self-assessments** on aspects related to sustainability and mobility policies
- B. **Expert assessments** on aspects related to the transport offer
- C. Sustainable Urban Mobility Plan (**SUMP**) of the cities

Objective:

- Synthetic **profile** of each city on the basis of the previous information

A. Results - Self-assessments

- Evaluation provided by respondents on the **level of action** observed in the city on specific aspects of the **mobility offer**, i.e. car related aspects, freight transport, public transport, active modes and mobility measures.
- Some statements are proposed and the **level of involvement** which best characterises the city is asked to be picked from the following list:
 - “Not applicable”
 - “Level 1” (low level of action of the city in those fields)
 - ...
 - “Level 4” (regular, innovative and systematic implementation)

PT_5: Other public transport related aspects. Please indicate which of the levels of action defined below best characterises your city on the following topics. Please add any further information where appropriate (such as links to documents, to data...)(+)

Level 1: We have done this sporadically or ad-hoc. We have some anecdotal information. Very little performance. We act on a fire fighting. Fire principle: we take action if necessary, as long as necessary and only when necessary.

Level 2: We are implementing this and/or have done this a couple of times or at a small number of sites. We have information related to some areas. Some performance.

Level 3: We have implemented this and have done this regularly or at many sites. We have good information. Rather strong performance. There are indeed structural initiatives, but there is still room for improvement.

Level 4: We have implemented this, regularly reviewing it in a systematic way. We work in a systematic and innovative way. Strong performance. In this area we score excellent.

	Not applicable	Level 1	Level 2	Level 3	Level 4	Comments/links
PT_5_1: Improving the density and extent of the PT network.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

A. Results - Self-assessments

- Around 80 **questions** in the different sections of the survey
- **Tagging** procedure according to **12 indicators** capturing different aspects related to SUMP implementation
- Tagging all questions is also useful to retrieve specific information in **later stages** of the project

Indicators	Concerned WP
Data analysis	WP3 (Data collection and analysis tools for integrated measures)
Engagement (stakeholders)	WP8 (Engagement with transport stakeholder)
Environment	
Equity (for people)	
Financing	WP4 (Innovative and sustainable financing, procurement and business innovation)
Innovation	WP3 (Data collection and analysis tools for integrated measures), WP8
Management	WP3 (Data collection and analysis tools for integrated measures), WP8
Multimodality	
Participation (citizen)	WP4 (Innovative and sustainable financing, procurement and business innovation)
Planning	WP4 (Innovative and sustainable financing, procurement and business innovation)
Safety & Security	
Sustainability	WP4 (Innovative and sustainable financing, procurement and business innovation)

A. Results - Self-assessments

Procedure:

1. Maximum **4 tags** assigned to each question
2. Responses provided put in a 0-4 **scale** (0 “Not applicable”, 1 “Level 1”...)
3. Value **computed** for each indicator:

$$V_r = \frac{S_r - \text{min} * N_r}{\text{max} * N_r - \text{min} * N_r}$$

$$S_r = \frac{\sum_{i=1}^{n_r} R_{r,i} * N_r}{n_r}$$

min , max minimum and the maximum values of the rating scale that was used in the questionnaire (1 - 4)

N_r # of questions tagged with r -th indicator

S_r value corresponding to each indicator

$R_{r,i}$ rating assigned to the i -th question of the r -th indicator

n_r # of questions tagged with r -th indicator

Higher values of V_r imply **higher self-assessed** involvement levels for the considered dimensions

A. Results - Self-assessments

Procedure:

- Final **evaluation** for the level of action in each city and for each indicator according to this table:

Final evaluation	Values range
Fair	$V_r \leq 0.30$
Good	$V_r \geq 0.30$ & $V_r \leq 0.75$
Excellent	$V_r \geq 0.75$

A. Results - Self-assessments

Mean **trend** for the 5 main fields (car related, freight transport, public transport, active modes, mobility measures)

	City A	City B	City C	City D	City E	City F	City G	City H	City I
Sustainability	Good	Good	Good	Good	Good	Good	Good	Good	Good
Financing	Good	Good	Good	Good	Good	Good	Excellent	Good	Fair
Equity	Good	Good	Good	Fair	Good	Good	Excellent	Excellent	Good
Environment	Fair	Good	Good	Fair	Fair	Good	Excellent	Good	Good
Innovation	Fair	Good	Good	Good	Fair	Fair	Good	Good	Good
Safety&Security	Good	Good	Good	Fair	Good	Good	Excellent	Good	Excellent
Data analysis	Good	Good	Good	Good	Good	Good	Excellent	Good	Good
Management	Good	Excellent	Good	Good	Fair	Good	Good	Good	Good
Multimodality	Fair	Good	Good	Fair	Good	Fair	Good	Excellent	Good
Participation	Good	Good	Good	Fair	Good	Good	Good	Good	Good
Planning	Good	Good	Good	Good	Good	Good	Excellent	Good	Good
Engagement	Good	Excellent	Good	Good	Good	Good	Excellent	Good	Good



B. Survey – Expert assessment

- Evaluation on **aspects** more related to infrastructures, services and systems in operation in the different cities
- It is not possible to **automatically** compute indicators due to the disparate nature of the considered **indicators** and evaluate if such indicators are pointing to a situation which is good or bad
- A **judgement** on each domain on the basis of indicator values is rather elicited by a **pool of experts** and expressed through the following scale:
 - “Fair”
 - “Good”
 - “Excellent”

B. Survey – Expert assessment

- Examples for:
 - Passenger mobility: mobility offer, multimodality, modal split...
 - Car related: PV possession, sharing mobility (# cars CS/ 1000 inh...)...
 - Public transport: PT km, propulsion, fleet age, ticket offer...
 - Active modes: km bike lanes (km bike lanes/1000 inh...), pedestrian areas (pedestrian length (km) /1000 inh...), bike sharing (# bike BS/1000 inh.)...

	City A	City B	City C	City D	City E	City F	City G	City H	City I
Passenger Mobility	Good	Excellent	Excellent	Good	Good	Good	Excellent	Excellent	Excellent
Car related	Fair	Good	Good	Fair	Good	Good	Excellent	Excellent	Good
Public transport	Good	-	Good	Good	Fair	Good	-	Good	Excellent
Active modes	Good	Good	Good	Fair	Good	Fair	Excellent	Good	Good



C. Survey – SUMP of the cities

- Different level of the **SUMP cycle** in the different cities
- **Main trends:** SUMP already available (mainly in bigger cities), sectoral transport plans to be updated in a more integrated SUMP planning approach
- Questions eliciting a **self assessment** of needs in different SUMP areas:
 - **0** if “No support needed”,
 - **P** if “We need support in planning techniques”,
 - **S** if “We need support in selecting measures”,
 - **F** if “We need support in financing and procurement issues,
 - **T** if “We need support in the technical field and implementation of measures”
- **Prioritisation** of needs:
 - * Indicate 2-3 areas where most support is needed

C. Survey – SUMP of the cities

City **needs** to get explicit support for the development of a SUMP and the preparation of the implementation of the strategy

Area	City A	City B	City C	City D	City E	City F	City G	City H	City I
Public transport	T	P S F T*	0	T*	S*	F T*	0	0*	F
Non-motorised transport	S T*	F*	S	T*	S*	F	S*	P	F
Intermodality	P S T	P S F T	S	T	S	S F	P F	P	S F
Urban traffic safety	P S	F	0	T*	P	F	0	P	0*
Road transport	T	F*	0	T*	P	F	0	P	0
Urban logistics	S T*	F	0	T	P	P S*	S T*	P*	0*
Mobility management	P S*	F	0*	T	S*	F	F	P*	0
ITS	0	F	0	T	P*	0	F	P	P S F T
Electric mobility and clean fuels	0	F	T*	T	S	S*	F T*	P	P S F T*
Shared mobility	0	F	0*	T	P	0	0	P	P S F T
Automation	0	F	0	T	S	P S	0	P	P S F T








C. Survey – SUMP of the cities

Overall results:

- Mobility measures have been **planned** in almost all domains considered, but they are **implemented** mainly in PT
- The main mobility areas where **support is needed** are: non-motorised transport and urban logistics
- **Some support is needed** in PT, mobility management, electric mobility and clean fuels too

Final outcome: cities profiling

- From the self-assessment and expert assessment answers we have two main groups (“**as is**”):
 - **leader cities** (B, C, G, H and I) 
 - **follower cities** (A, D, E, F) 
- From the assessment of needs, lead cities can further broken down (“**as we would like to be**”):
 - leader cities that **need support** (cities B and H) 
 - leader cities that need support in **fewer areas** (cities G and I) 
 - cities that need almost **no support** (city C) 
- This will form the basis for the actual design of the **capacity building programme**
- The above **methodology** to profile and classify the city can be applied to other cities outside the SUITS consortium to ensure the **replicability** of results.

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