

CiViTAS
Cleaner and better transport in cities

VANGUARD
.....

Proceedings

CIVITAS VANGUARD- CIVITAS CATALIST

Training event

Integration of land use and transport planning for better cities

Bucharest, 26-27 May 2011

May 2011

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1. Executive Summary

This report provides you with the proceedings of the fifth CIVITAS VANGUARD Training Workshop, which took place on 26 and 27 May 2011 in Bucharest (Romania).

All PowerPoint presentations and the resource pack, as well as this report, can be downloaded from [CIVITAS website](http://www.civitas.eu)¹. Photographs of the event can be viewed on the website as well.

The training was a joint initiative of the CIVITAS CATALIST and the CIVITAS VANGUARD projects.

¹ <http://www.civitas.eu/downloadcenter.phtml?lan=en>



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3. Introduction

This report gives an overview of the fifth CIVITAS VANGUARD Training Workshop, which took place on 26 and 27 May 2011 in Bucharest (Romania). The training was dedicated to the subject of integrated land use and transport planning, in order to support CIVITAS Plus cities and the Romanian community of town and transport planners in particular. It was the first such event in the cluster Technical planning. Relevant theoretical background and good practice examples were shared with the participants, complemented with several practical exercises and plenty of opportunity for questions and discussion to give the participants the necessary support for local actions.

This document contains a report of the presentations and local challenge exercises. The information is presented in such a way that it can easily be transferred to other (local) training events within the CIVITAS programme, or beyond.

4. Programme

Thursday, 26 May 2011

The seminar will be chaired by Mrs. Monica Oreviceanu

9:30 – 13:00: Setting the scene

Welcome and introduction to the training workshop, Mario Gualdi, ISIS and Ivo Cré, Polis

National framework and policy of integrated territorial planning – and integrated mobility and land use planning practice in Romania - Monica Oreviceanu, Ministry of Regional Development and Tourism - Romania

10.30 – 10.45: coffee break

Sustainable urban development and integrated planning tools. Practice in Romania from Netherlands perspective - Meta van Drunen/ Joep de Roo – Eurodite.

How to manage urban sprawl, how to design compact cities and high density corridors for successful public transport - Citywide approach: transport oriented development in practice, Nantes Métropole new PDU, Lamia Rouleau-Tiraoui, Nantes-Métropole, CIVITAS CATALIST

Introduction to the integrated planning toolbox, Raymond Linssen, Agentschap.NI

13.00 – 14.00: Lunch

14.00 – 15.45: The integrated planning toolbox – part one

Integrated thinking about transport: findings from the ELTIS-Plus project on Sustainable Urban Mobility Plans, Bernd Decker, Rupprecht Consult

Planning tools: models and softwares what is the true potential of integrated modelling?
Hans Voerknecht, KPVV

15.45 – 16.00: Coffee break

16.00 – 16.45

How to manage urban sprawl, how to design compact cities and high density corridors for successful public transport: tram-train integration in urban spaces, Mr. Constantin Ballo, general manager PT MAX

16.45 – 17.00

Wrap up of the day, practical arrangements, Mario Gualdi, ISIS and Ivo Cré, Polis

Friday, 27 May 2011

9.00 – 10.45

Welcome by Mrs. Anca Ginavar, General Director of General Direction of Territorial Development, Ministry of Regional Development and Tourism - Romania

Integrated planning in practice: master class

How to manage urban sprawl, how to design compact cities and high density corridors for successful public transport: - Neighbourhood level: developing the Ghent Station area, Gisèle Rogiest, Coordination CIVITAS ELAN

10.45- 11.00: coffee break

11.00 – 11.45: The integrated planning toolbox – part two

How to finance implementation of plans and investments? Financing transport investments through spatial development – Oliver Mietzsch, Deutsche Staedtetag

11.45 – 12.45

Closing panel debate and discussions

Integrated planning: how to make best practice transfer work in real life.
Marcel Rommerts, DG Move – Hans Voerknecht, KPVV - (other panelists to be confirmed)

12.45 – 13.00

Conclusions, Mario Gualdi, ISIS and Ivo Cré, Polis

13.00 - Farewell lunch

5. Proceedings

Day 1

Opening Session: setting the scene

The participants are welcomed by the workshop chair, Mrs. Monica Oreviceanu. After two short introductory statements of Mr. Ivo Cré (on behalf of CIVITAS VANGUARD) and Mr. Mario Gualdi (on behalf of CIVITAS CATALIST).

National framework and policy of integrated territorial planning – and integrated mobility and land use planning practice in Romania - Monica Oreviceanu, Ministry of Regional Development and Tourism - Romania

Mrs. Monica Oreviceanu then introduces the state of play of integrated planning policies in Romania. The presentation (which is available online) stirred the following debate:

- Mrs. Oreviceanu mentioned that cyclists should have separate infrastructure, but many experiences show that sharing space between the different modes is important and causes car traffic to slow down. Mrs. Oreviceanu clarified that she meant that space and priority should be given to cyclists, pedestrians and public transport, not necessarily with separate infrastructure.
- A Dutch participant remarked that there is a trend in the Netherlands to replace car lanes by bike lanes, because extra lanes attract more car traffic. But maybe the mentality in Romania is different?
- Another participant remarked that without surveys, we do not really know what is in the mind of people.
- Another participant mentioned the Romanian lack of regulation: people need rules for things like speed and parking – the basic mindset is probably the same throughout Europe: people want to travel quickly, cheap and safely. Similarly, without regulation urban sprawl puts a lot of pressure on mobility and land use.
- Another suggestion was to combine top-down with bottom-up measures, e.g. make cycling more visible in the city. Cities like Barcelona, Paris, Lyon and Sevilla show that cities where cycling was unimaginable can become cycling cities. Also, mobility should be regarded as a market, where the car is a new “toy” for Romanians. To change this mentality, communication and education are needed. Trends are very important and however important planning is, you cannot always expect people to behave like you planned.

To sum up the discussion, it was said that we need urban planning on two levels (where to put functions and creating quality public space that is shared), but we also need mobility policies, regulation and control. We should “diagnose” people’s way of working and traveling and offer them tools and services to move away from the car.

How to manage urban sprawl, how to design compact cities and high density corridors for successful public transport - Citywide approach: transport oriented development in practice, Nantes Metropole new PDU, Lamia Rouleau-Tiraoui, Nantes-Métropole, CIVITAS CATALIST

The presentation raised the following questions from the audience:

- How does Nantes Metropole deal with stakeholders and citizens? On a district scale, there are participation commissions of mostly 40 to 50 citizens (sometimes up to 100!) who give their opinion on new projects. It is however necessary to provide guidelines for participation. People have different, sometimes conflicting interests, e.g. parking space next to the school entrance, but also a safe school entrance. This is very hard to deal with if you do not have a long term vision. Participation gives an opportunity to explain why Nantes Metropole wants to do certain things and how the authority has developed the compromise solution.
- Who is involved? A lot of different departments and municipalities are involved. The municipalities keep their decisive authority on urban development. The rule that new developments should be built at a maximum of 700m from a corridor or centrality means that real estate will be more expensive. Political will is necessary. Some municipalities keep breaking the 700m rule, in order to ensure growth of employment. The great advantage of the guidelines of Nantes Metropole is that it enables the authority to refuse non-viable bus lines. Before the guidelines, when there were only traffic models to work with, the municipalities questioned the results of the models and Nantes Metropole ended up running bus lines with a poor cost-benefit assessment.

Sustainable urban development and integrated planning tools. Practice in Romania from Netherlands perspective - Meta van Drunen/ Joep de Roo – Eurodite

EURODITE is a consultancy which has developed activities in the field of regional and urban development. In the presentation, Mrs. Van Drunen highlights a.o. the current Bucharest situation. Although the developments are moving on, the use of the historical city centre is currently very mono-functional, with only bars and restaurants. On the other hand, we can notice more and more cyclists, even with children seats etc.: a bicycle culture is growing. The cycle network is at this moment underdeveloped. There is a lot of improvement with regards to refurbishment of PT stops and metro stations. We notice more and more scooters in traffic, which might be the sign of a mentality change, but also creates other problems.

Most Romanian cities face a challenge of capacity, sometimes the urban planning department consists of only one person. In most cities, there are a lot of ideas and projects launched, but there are no priorities and a minimal vision. In the projects EURODITE manages, they try to investigate who are the key players, who could be involved in the advisory board for such a planning process. In a lot of cases, cities and villages are not communicating with each other, and are developing similar plans. EURODITE is currently facilitating cooperation between Braila and Galati, which is an urban system of two cities. EURODITE will develop SUMP activities with Romanian cities in the framework of the QUEST project.

Questions and answers:

- At this moment, Romanian cities are facing a very extensive urban sprawl. There is a historically grown strong division between the urban planning departments and the mobility departments.
- Cities compete to attract companies. Is this at the moment in Romania more a question of destructive or creative competition? How do you notice this competition in daily planning practices? The cities of Braila and Galati have come to the conclusion that they have shared interests to realise their ambitions, which can mainly be found in developing food industries related to the agricultural activities in the area. They have learned that they have to cooperate to create a more competitive region. The project that EURODITE has launched locally includes this type of discussions which are first steps of raising awareness in a longer process.

- The participants appreciate the activities of EURODITE, especially the experience in Timisoara raise interest. What are barriers when you work in Romania?
 1. Communication among departments in city halls is problematic. In case of EU funded projects, the EU affaires department is involved, next to the urban planning and transport department.
 2. Limited coordination of policies, also at the national level. That is why EURODITE has engaged in publishing a guidebook on strategic planning.
 3. Barriers on organisational and implementation level.

The integrated planning toolbox

Introduction to the integrated planning toolbox, Raymond Linssen, Agentschap.NI

Raymond Linssen presents inspiring examples from the Netherlands. He focuses on the challenge of turning nodes into real places of experiences. The Netherlands have their experiences with ABC policies, which link the function to the PT access profile. This is for instance linked to building permits and the number of parking spaces that new developments can provide. The objective is to have the right company at the right place.

Another example is the VINEX policy where 400.000 new dwellings have been developed in 25 city regions. The Netherlands have investigated profiles of station areas. These nodes can be attractive places for housing or companies, or a mix.

Questions and answers:

- Lucia Cristea highlights the positive experience of the city of Perugia in Italy. The city has started banning cars in the 70s and has introduced a scheme of escalators that go uphill to the city centre. There was great acceptance of the scheme, people rediscover their own city.
- Hans Voerknecht reflects on an example of Seoul in South-Korea, where big road infrastructure (2x6 lanes) was abolished. At first, shopkeepers were very much opposing to the measure, but they soon discovered that the quality of urban life improved a lot. Also the local economy improved.

Integrated thinking about transport: findings from the ELTIS project on Sustainable Urban Mobility Plans, Bernd Decker, Rupprecht Consult

Bernd Decker presents the ELTIS SUMP concept, building on examples of (compulsory) SUMP processes in countries such as the UK, France, and the Flanders Region in Belgium.

Questions and answers

- What is the certification and auditing process for documents such as SUMPs? What makes the SUMP a legal document?

The European Union is looking into these questions. The future of SUMP as an instrument is highly dependent on the appreciation of the instrument by the EU member states. The minimum requirements of an SUMP are being discussed in ELTIS, which does not have any legal implications. In a lot of contexts, cities experience that they need external professional support to establish the SUMP.

Ivo Cré explains that there are three levels to the question:

1. with regards to certification and auditing: every process and product can be certified. Urban transport is in a peculiar position because transport professionals are not

actively pursuing certification (e.g. ISO), whereas for instance PT operations are moving towards ISO standards. Other sectors such as environment and energy are further advanced in this regard.

2. how does the document become a legal document? In case of a national framework, the framework provides the rules to adhere to. In some countries this process is linked to an independent audit. In absence of a legal framework, it is important to define the rules from the start at the local level. In this way, all stakeholders are aware of the timing, the milestones in the process and the input and approval that should come from the political level.
3. The issue of conditionality: will an investment be linked to the availability/quality of the SUMP? At this moment there is ex-post conditionality. You don't get EU budgets if you have not performed. Maybe ex-ante conditions are necessary (such as the availability of a local strategy). A central issue in EU policy at this moment is to trigger private investments. The private side will check whether a project is financially feasible and whether the risk is minimal. In practice, one could say that efficient, financially feasible measures can only be situated in a logical plan.
 - Sustainable Urban Mobility Plan₇ or Sustainable Urban Transport Plan? Indeed the jargon has moved on. The patronage of the concepts has moved from DG Environment to the DG Move. The idea was to widen the horizon.

Mihai Rosinouiou presents the Braila experience on SUMP within the EU Pilot project. He expresses his interest in SUMP becoming mandatory. It can bring local stability and can commit politicians across political parties and legislative periods. The Pilot handbook is a good tool; it is available in Romanian (thanks to the URTP).

The discussion is brought to the Galati-Braila cooperation. Mr. Rosinouiou agrees that it is difficult to align different priorities. Monica Oreviceanu suggests that competition was productive to a certain stage of development. It is now time to see how cooperation can be brought to a higher level. Public transport can be the main spine for regional development of the twin cities.

Planning tools, models and softwares: what is the true potential of integrated modeling? Hans Voerknecht, KPVV

Hans Voerknecht presents the MOBISCAN. It is an easy integrated planning online software that combines land use elements with transport elements. It gives rough data and trends in 5 to 10 minutes where complete models take up to several days to do calculations.

Ivo Cré inquires whether the Mobiscan is also used for local governments to evaluate local policies, to prove that the after situation is better than before. Can planners use Mobiscan results to official documents? Mrs. Oreviceanu notices the ever growing importance of models. Results of models can be combined with real-time data gathered by monitoring. A very positive effect is the immediate visualisation of effects. This can be used in decision-making processes.

Mr. Voerknecht replies that this is not yet used everywhere. The state government at this moment in the Netherlands is not looking into imposing specific measures to the local authorities. In the Region of Utrecht, plans can only be accepted if it is first tested with Mobiscan. KpVV hopes that it will be included in the procedures of more regions. Also the national government has expressed interest.

How to manage urban sprawl, how to design compact cities and high density corridors for successful public transport: tram-train integration in urban spaces, Mr. Constantin Ballo, general manager PT MAX

Mr. Constantin Ballo presents a concept of tram-train integration. The presentation is available online. The city of Bucharest has a big problem with high capacity transit from the periphery to the centre. The underground provides first solutions, but is at the moment not really developed to the needs of the city.

Conclusions

Ivo Cré sums up some conclusions of the day.

- Several positive examples show that the topic of integrated planning is alive in Romania. Romanian cities are interested in high-level planning and this needs to be fostered.
- From the side of transport, the SUMP concept is an important tool. But transportation measures have only a minimal impact. The metropolitan region of Nantes has invested 1 billion euros in 10 years time, and this has resulted in a 5 to 6 % improvement of the modal split. The mobility plan as such is not enough. Land use has to come into the pictures to have long-lasting effects.
- There is an issue with regards to the obligation to plan and the legality of the plan. Who prepares and signs the plan? Who has the competence to sign off the plan when several experts and managers are involved?
- The issue of software was brought on the table, and the question is to what degree data is now available and what level of support software can give at this moment.

Day 2

Welcome by Mrs. Anca Ginavar, General Director of General Direction of Territorial Development, Ministry of Regional Development and Tourism - Romania

Mrs. Ginavar sees urban planning and mobility as two sides of the same problem. Romania is taking action in the framework of the Europe 2020 objectives and is supported by ESPON, which is carrying out research programmes with regards to the EU territory. Romanian cities are interested in a clear policy framework based on EU policy. Romania is not performing well in terms of accessibility: the travel time/distance relation is expanding in Romania, where for most of the rest of the EU this is shrinking. Romania is engaging in several EU processes: the Leipzig charter, the Marseille process, the Toledo declaration and the common research agenda decided upon under the Belgian Presidency. The Hungarian Presidency is establishing the Budapest communication.

Comments and questions:

- The link between urban sprawl and PT is explained. Romanian cities are expanding at a pace that is not followed by PT. This increases car dependency. Local administrations have budget issues. Cities can build to attract fiscal income. The built up area of the city is increased, leaving unconnected spots for the PT. For instance Bucharest is planning PT extensions inside the suburbs, but this is currently not realised. This leads to a vicious circle, where the car follows the sprawl, which creates more car dependency which generates more sprawl. Speculators buy cheap agricultural land, in order to develop this. This practice creates a lot of problems for local authorities.

- City centre densification through high rise buildings creates problems for the network. How can we rearrange this? Often, decisions are taken by two commissions: transport and urban issues. Why not create common policies? We need a legal framework and coherence in the attitudes towards these problems. There is also a demographic aspect. In the worst case scenario, Romania will have 10 million inhabitants in 2050 (with 19 million at this moment). This is an immense challenge. Young people can go everywhere in Europe, their home country does not offer sufficient perspective.
- One participant finds that the real problem is economic development, and that demographic issues and climate change are only theoretic scenarios.

Integrated planning in practice: master class

How to manage urban sprawl, how to design compact cities and high density corridors for successful public transport: - Neighbourhood level: developing the Ghent Station area, Gisèle Rogiest, Coordination CIVITAS ELAN

Gisèle Rogiest presents the good practice of the station area development in Gent. Although the city has a strong economy that offers many high end jobs, the city is faced with a lot of unemployment. Families leave the city centre and go and live in the suburbs.

The station area development is financed through public investments of the railway company (federal authorities), De Lijn (Flemish Region) and the city. The investment is returned by development of offices and houses through public-private partnerships (PPPs).

The question is raised how these investments are best managed. Generally, a separate institutional body is created (e.g. metropolitan authority) to coordinate the different stakeholders in such a process. In the case of the station area development in Ghent, the parties meet in a working group. Is this sufficiently empowered to manage such a process? The working group is chaired by the mayor of Ghent. The group consists of high level representatives of the railways and tram operators. This is a pilot project for the Flanders region. The planning decision lies at the city level. Another experience in the Flanders region, where an executive agency was created was not a success. The Ghent network structure with equal partners seems to work well.

Planning exercise:

Rick Lindeman introduces an interactive exercise in which the participants are asked to make plans for the Bucharest North Station. This item brings a lot of (good) ideas on the table and stirs an interesting discussion.

Participants develop ideas that include:

- Multimodal approach: a new metro station should be included
- Parking solutions: underground combined with street surface Kiss and Ride
- Mixed functions at the interchange and in its direct vicinity
- A financial PPP to make things happen
- The establishment of a real Metropolitan Transport Authority that can manage such a project
- Development of main boulevards in the vicinity of the station: a change of form and function to decrease the fact that they are real spatial barriers

- Inclusion of strong citizen involvement strategies
- The rehabilitation of the tram museum, close to the station
- Involvement of adjacent districts
- Better usage of rail, by shared rail solutions (train and tram)

The integrated planning toolbox – part two

How to finance implementation of plans and investments? Financing transport investments through spatial development – Oliver Mietzsch, Deutsche Staedtetag

Oliver Mietzsch presents the findings of his study of US practices in the field of land use policies to help finance urban transport investments. He is sceptical about the advantages of PPPs: indeed, the private side pays in advance, but expects the public side to pay it off. This almost seems like an expensive loan. It is better to distribute well the investments, and let the private sector invest in specific measures and the public in other measures.

Questions and answers:

- How is it that the US citizens seem to have less problems to pay extra taxes? This is because the tax system is totally different. US citizens do not pay as much taxes as we do. In most EU countries, earmarking of taxes is not possible. The US has experiences with earmarked taxes. People get the impression of getting something back for their tax money. With PT development in central city districts comes the knowledge that developments will not take place in the suburbs. This is important to attract residents and companies. In this sense PT is a means, an asset for a neighbourhood.
- Oliver Mietzsch also is in favour of giving more national budgets to those cities that are not rich and well developed. The rich cities should try to find investment means in the private sector.
- There is an interesting discussion about the role of the public authority as a landowner. In some countries, speculation with land can be stopped before and during big infrastructure works. A problem with urban densification projects is also that land value increases to such a degree that it is impossible for the public side to acquire land for public facilities.

Closing panel debate and discussions

Integrated planning: how to make best practice transfer work in real life.

To introduce the debate, Marcel Rommerts, DG Move, presents the key messages with regards to urban transport from the White Paper on the future of transport. This is the new 10 year plan that will guide the EU's policy and legislative initiatives. The issue of conditionality of funding is briefly discussed.

To end the training event, Rick Lindeman facilitates a debate on the basis of controversial statements.

1. We do not need external support to engage in integrated planning. We have all the skills in the municipal services.

If consultants run the plans from the computer, the answer is yes. If there is a real dialogue, the answer is no. It is really necessary to have rules: if there is no national framework, we have to set out the rules in advance locally. There is still an imbalance with other sectors. The approach is too soft.

2. We don't really need integrated planning: we can solve transport problems first.
No: integration is necessary. It works better if people see that. A top down approach will meet resistance. People should be trained to work together. If we create platforms for discussions, the kick will come from common ideas. It is a lack of discussion that leads to problems.
3. If integrated planning is not part of the legal framework, it will never happen.
Yes: some countries need a change of mentality. We need a push, we need fast solutions.
4. If my boss does not tell me to engage in integrated planning, I won't do it.
Yes: Local authorities do not understand it well. We have to communicate more, and start from a more integrated education system. We need professionals who are used to working and thinking in an integrated way. It is up to the government to be a catalyst to educate, create the skills and foster discussion.

Conclusions

To conclude, Marcel Rommerts states the following: this is a very challenging issue. The Romanian circumstances are very difficult. We need a new generation of planners. We will make the difference ourselves, through every small decision in our behaviour and work. He invites the participants to take home 2 or 3 things in their 'backpacks' and apply them in their work.

As a final remark Ivo Cré invites the participants to engage in the CIVITAS Forum and to attend the Forum conference. Participants can fill in the evaluation form, and those interested can receive a certificate of participation. The next training will take place in San Sebastian (clean fuels) on 15 and 16 June and in November on ITS applications. The presentations will be available online and a report will be published summarising the event outcomes.

Annex 1: List of participants

First name	Surname	Organisation	Country
Doina	Anastase	UNIUNEA ROMANA DE TRANSPORT PUBLIC	Romania
Liliana	Andrei	RATB	Romania
Constantin	Ballo	PT MAX	Romania
Gevat	Bari	RATC CONSTANTA	Romania
Ana-Maria	Baston	EIP	Romania
Vasile	Bazaiac	RATC CONSTANTA	Romania
Viorica	Beldean	CODATU ROMANIA	Romania
Marius	Bratulescu	RATC CONSTANTA	Romania
Grozavu	Cezar	MINISTRY FOR REGIONAL DEVELOPMENT AND TOURISM	Romania
Manuel	Coniac	RATP IASI	Romania
Ivo	Cré	POLIS	Belgium
Lucia	Cristea	EIP	Italy
Balta	Cristina	RATB	Romania
Istvan	Csuzi	SC ORADEA TRANSPORT LOCAL SA	Romania
Ana-Maria	Culea	RATB	Romania
Horosan	Dan	RATB	Romania
Bernd	Decker	Rupperecht Consult	Germany
Gabriel	Diaconu	SC METROUL SA	Romania
Constantin	Donea	UNIUNEA ROMANA DE TRANSPORT PUBLIC	Romania
Florin	Dragomir	RATB	Romania
Ana	Dragutescu	ASOCIATIA PENTRU TRANZITIE URBANA	Romania
Dan	Gheorghiade	SC METROUL SA	Romania

Razvan Andrei	Gheorghiu	UNIUNEA ROMANA DE TRANSPORT PUBLIC	Romania
Anca	Ginavar	Romanian ministry of regional development	Romania
Mario	Gualdi	ISIS	Italy
Alexandra	Iancu	SNSPA FACULTATEA DE ADMINISTRATIE PUBLICA	Romania
Alina	Ifrim	INSTITUTIA PREFECTULUI MUNICIPIULUI BUCURESTI	Romania
Srecko	Krznaric	ZAGREB;KI ELEKTRI;NI TRAMVAJ	Croatia
Rick	Lindeman	KpVV	The Netherlands
Raymond	Linssen	KpVV	The Netherlands
Oana	Luca	TECHNICAL UNIVERSITY OF CIVIL ENGINEERING BUCHAREST	Romania
Raluca Mihaela	Marinescu	SEARCH CORPORATION	Romania
Sarah	Martens	MOBIEL 21	Belgium
Oliver	Mietsch	German Cities Association	Germany
Branko	Mikinac	ZAGREB HOLDING, BRANCH ZAGREB ELECTRIC TRAM	Croatia
Florin Codrut	Nemtanu	UNIVERSITATEA POLITEHNICA BUCURESTI	Romania
Narciza	Nenec	CITY HALL OF SUCEAVA	Romania
Monica	Oreviceanu	Romanian ministry of regional development	Romania
Milena	Perpelea	PRIMARIA MUNICIPIULUI PLOIESTI	Romania
Gisèle	Rogiest	Ghent	Belgium
Marcel	Rommerts	European Commission	Belgium
Lamia	Rouleau-Tiraoui	Nantes Metropole	France
Mihai	Rusionoiu	SC BRAICAR SA	Romania

Cristian	Stoica	RATP IASI	Romania
Geanina	Suditu	CODATU ROMANIA	Romania
Luigino	Szeczy	SC INCERTRANS SA	Romania
Wioletta	Szymanska	REC ROMANIA	Romania
Cornel	Vilsan	RATC CONSTANTA	Romania
Meta	Van Drunen	EURODITE	Romania
Hans	Voerknecht	KPVV	The Netherlands
Emanoil	Voicu	COMPANIA DE TRANSPORT PUBLIC ARAD	Romania
Magdalena	Burlacu	REC ROMANIA	Romania
Pamela	Luica	Railway Pro Magazine	Romania
Claudia	Ionescu	Bucharest Ilfov RDA	Romania
Roman	Vlad	RATB	Romania
Lidia Cristina	Bratu	RATB	Romania
Andreea	Lipan	ATU	Romania
Gabriela	Zamfir	RATB	Romania
Irina	Neagu	RATB	Romania
Stefan	Iancu	Romax Expimp	Romania
Cozia	Georgescu	ADRSM	Romania
Ruxandra	Gheorghe-Visinoiu		Romania
Valentin	Anton	CODATU Romania	Romania

-  CIVITAS PLUS
-  CIVITAS Non-Demo city
-  Non-CIVITAS city
-  CIVITAS I or II-city
-  Consortium and speakers

Annex 2: Evaluation report

1. Participants

1.1 Number of participants

The high level training workshop on urban land use and transport planning was attended by 62 participants. This number is higher than the number of participants that was aimed for, namely 50.

The promotion for this joint CIVITAS VANGUARD and CIVITAS CATALIST training was primarily done via the CIVITAS-website (www.CIVITAS.eu) and the internal CIVITAS Plus newsletter. In addition, direct mailings were sent to different target groups (urban policy makers, urban transport professionals at decision-making level and land use and transport planners) mainly in the region (Romania, Serbia, etc.).

In order to reach the non-CIVITAS PLUS participants, additional promotional material was spread via the CIVITAS Outreach database and the Polis-network, as well as via RATB, the public transport operator of the City of Bucharest, CATALIST partner and closely involved in the organisation of this event. Further emails were sent by CATALIST partners to their own relevant contacts.

1.2 Expectations of participants

VANGUARD has developed a basic tool to assess competences (e.g. background) and expectations of participants towards their trainings: the quick scan. This quick scan was included in the registration form as a multiple choice questionnaire. The quick scan was filled in by 45 participants.

The quick scan revealed that the training in Bucharest was attended by a heterogeneous group of participants: about half of them was highly experienced in integrated planning (49%) and the other half only had limited or no experience in the topic (51%).

Luckily the participants all had the same learning request: they wanted to learn more about practical examples in integrated planning. About $\frac{3}{4}$ of the participants also wanted to learn more on the topic by means of exercises. 42% of the participants was also interested in learning theoretical models and this group was equally distributed over both the highly experienced participants and the participants with limited or no experience.

2. Evaluation training

Participants were asked to fill in an evaluation form during and after the training and to hand it in immediately. We received 15 filled in evaluation forms. This is a response rate of 25%.

3.1 Content evaluation

Based on the evaluation of the participants, it may be inferred that the training in Bucharest was of high quality and exactly what the participants expected it to be. As can be seen in Figure 1, participants highly appreciated the content of the training and all of them would recommend the training to someone else (see Figure 2).

The participants did not very much agree on which part(s) of the training they found most useful for them. Some of them indicated that (almost) everything had been useful (20%) whereas others mentioned a specific presentation or practical session. The training hence seemed to have offered something useful for everybody. This is also confirmed by the answers the participants gave to the question about which parts of the training were of little or no use to them. Only two persons responded something different from the others, namely “IT applications” and “theoretical part”, all others gave no answer or explicitly stated that everything had been useful (40%).

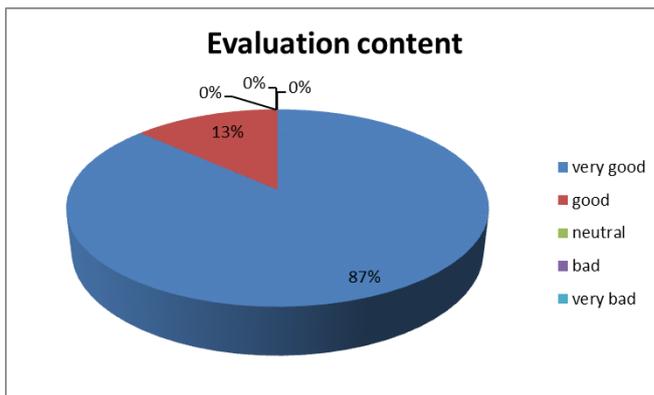


Figure 1: How do you value the training in terms of content?

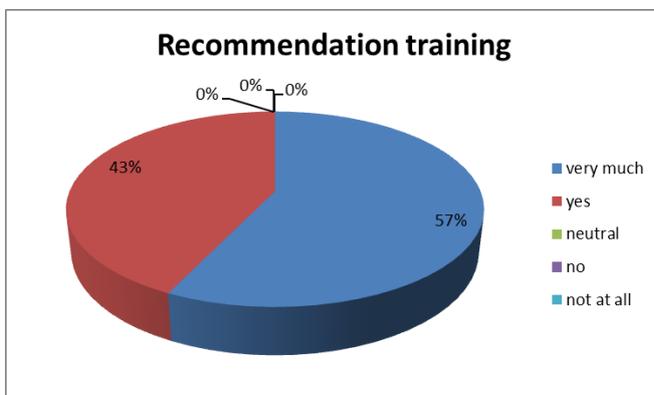


Figure 2: Would you recommend the training to someone else?

About 4/5th of the participants agreed that the proportion theory and practice during the training was properly balanced (see Figure 3). The two persons who did not agree with this found the training too theoretical.

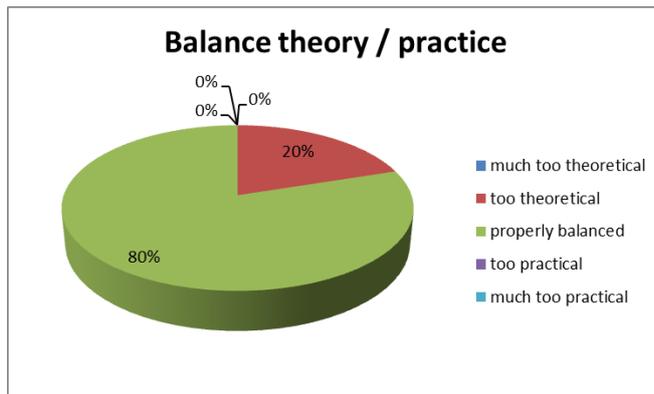


Figure 3: The balance between theory and practice

On the evaluation form, there was room for comments and suggestions. A comment that came up five times was “better time management”. Participants would have liked to have more time for exercises and discussion, not only with each other but also with the trainer (“more informal educational method”). Someone suggested to “split the training session”. Smaller groups also allow for more discussion. One person mentioned that (s)he would have liked some time for the participants to introduce themselves.

With respect to the presentations, somebody mentioned (s)he would have liked to have a bilingual programme or presentations from native English speakers. Two participants would have liked to see more good practices or more easy study examples. Two others explicitly mentioned they would like to receive *all* the presentations/papers of the speakers on paper. Some of the presentations were available in the folder but of a few other presentations the hand-outs were indeed lacking. Some of these presentations are only available in Romanian (but presentation was English-spoken).

Regarding the participants, two opposite comments were given. One person stated that „the presence of various representatives from the national government, technical specialists, different cities, projects coordinators, universities, NGO's, ... was very beneficial” whereas another person suggested “to invite mainly those stakeholders (local/regional authorities) who are involved in a SUMP process”.

Finally, it was suggested by three different persons to organise more “such interesting meetings” or to extend the workshop so that it lasts more than 2 days (1 person). This again testifies that the training was very good.

3.2 Event evaluation

The next figure (see Figure 4) shows the evaluation of the event itself by the respondents. The *registration* (via www.CIVITAS.eu), *practical organisation* and *relevance of topic*, were all evaluated very positively (only ++ and +). One person mentioned that the room was rather small for so many people.

Only for the *local challenge exercise* and the *documents provided*, negative evaluations were received. One person indicated (s)he was not satisfied with the local challenge exercise but did not explain why (s)he gave this negative evaluation. Two other persons were absolutely not (--) satisfied with the documents provided. Only one person explained his/her answer: (s)he would have liked to receive the presentations on paper.

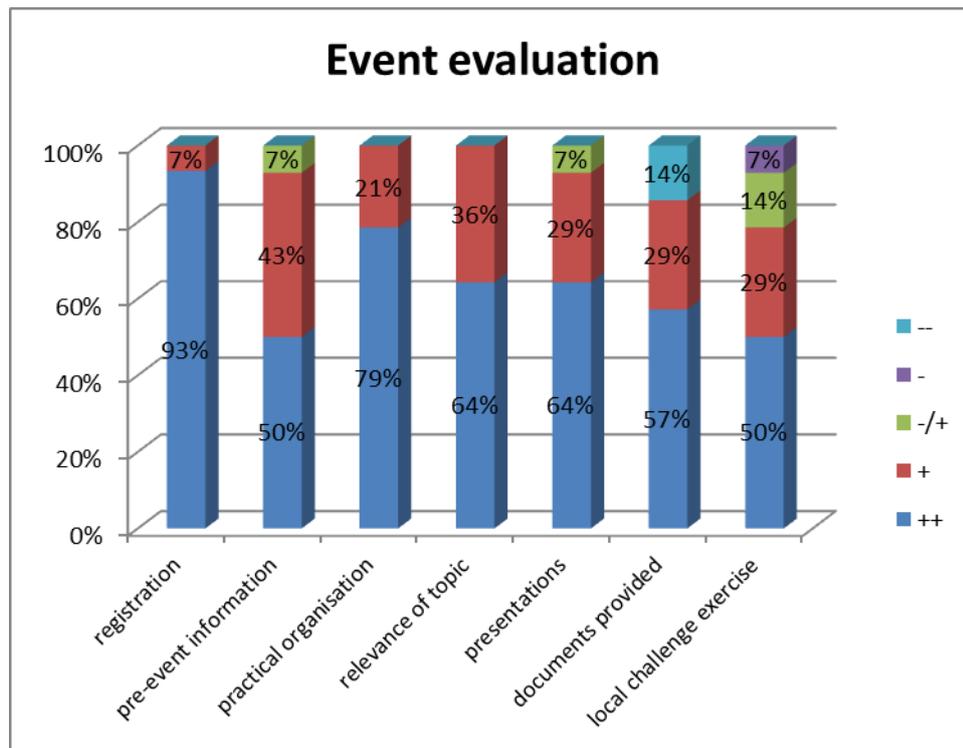


Figure 4: Level of satisfaction of several aspects of the event

3.3 Impact evaluation

In order to be able to evaluate the impact of the training, participants were asked whether the training had allowed them to acquire the competence(s) they expected to acquire (process), whether the acquired competences are applicable to their professional situation (performance) and whether they allow them to change or improve the current situation in their city/organisation (impact).

Figure 5 provides an overview of the responses to this questions. As you can see in the figure, the training had an impact on almost all the participants.

All participants agreed that the training has allowed them to acquire the competences they expected to acquire (process). The following comments were given:

- I found out about documents that I did not know existed
- Useful information
- Keeping updated with mobility issues at international level
- It was very useful to learn from other experiences, to learn the answers to a part of my questions
- I got clear examples, what I had expected
- Good information received
- I'm more informed about the best practices in the field of PT
- For me it is more clear now what a SUMP is

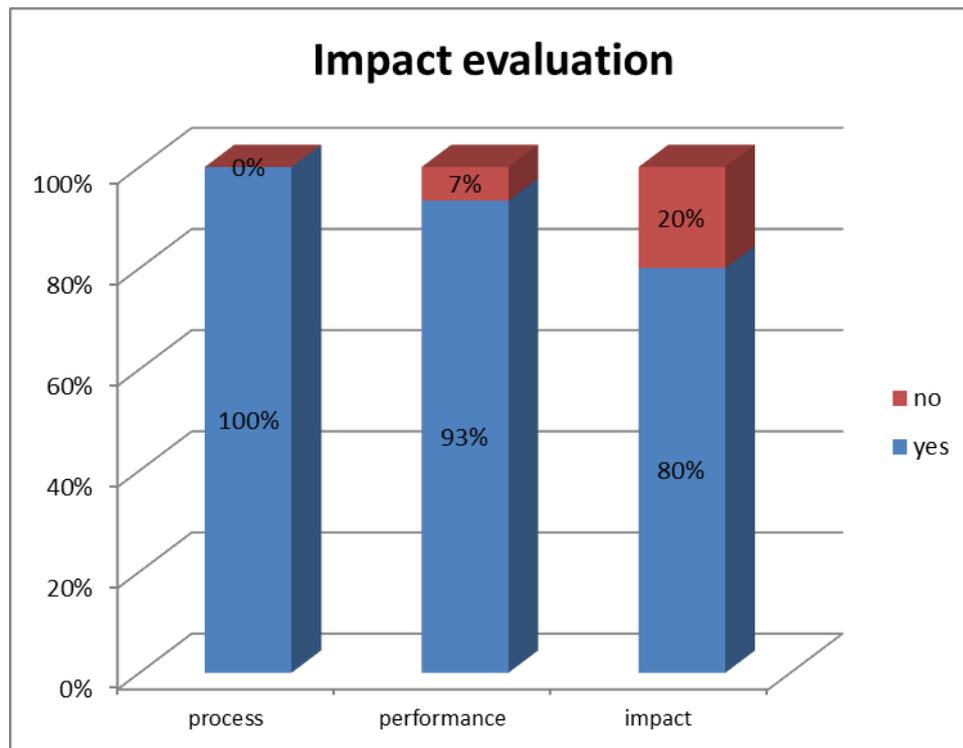


Figure 5: Impact evaluation

There was only one person who did not agree that the competences (s)he acquired, are applicable to his/her professional situation (performance). This is due to the fact that (s)he is not involved in such kind of work. Other comments were:

- I have just finished my last year Urban planning at the university and there we didn't learn enough about mobility, which was my interest, so these kind of workshops are a way to improve that.
- Knowledge transfer to my students
- I got an overview on recent successful projects. Also I have a better overview on Romanian problems
- Some information is fully applicable in the projects for PT in our country
- The new info will be transferred to PT specialists whom we are representing

Many participants (80%) also believed the acquired competences will enable them to change or improve the current situation in their city/organisation (impact). Some of them explained their answer:

- I plan to work more in the field of mobility planning, so I guess you can never have enough knowledge
- in the future maybe
- I hope the ideas and solutions presented in the studies (made for different activities) and activities in the associations (training and legal initiative proposals) will be a start for decision makers

- The information received is very useful, however to improve the situation the involvement and commitment of LTS is needed. We have no control over it
- I'm involved in many projects with the local administration (the city hall). The main goals of this projects are to find the solutions for a sustainable urban development
- The conclusion of the training session will be applied and will be communicated to the CODATU members
- At least we shall be able to spread the info received

3.4 Conclusions

The high level training workshop on urban land use and transport planning has received a very good evaluation. The content as well as the event itself, received very positive responses. The training has also left an impact on almost every participant. It allowed them to acquire the competence(s) they expected to acquire and these competences can be applied to their professional situation. 80% of the participants even stated that these competences will enable them to change or improve the current situation in their city/organisation.

Only very few negative remarks were given. The main remark was that participants would have liked more time for discussion. Furthermore, they would have liked to receive all the presentations on paper.