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# **CH4ALLENGE**

## **Addressing Key Challenges of Sustainable Urban Mobility Planning**

### **D6.4 Documentation of CH4ALLENGE Universities**

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## CH4ALLENGE: Addressing the four key challenges of sustainable urban mobility planning

Achieving sustainable, energy-efficient and environmentally friendly transport systems is one of the European key aims. Sustainable Urban Mobility Plans (SUMPs) are an instrument that contributes to reaching the climate and energy targets set by EU leaders and is promoted by the European Commission in relevant documents such as the Transport White Paper and Action Plan on Urban Mobility.

Cities frequently face major barriers while creating their own Sustainable Urban Mobility Plans. The EU co-funded project CH4ALLENGE addresses significant barriers for the wider take-up of SUMPs in Europe. In a joint undertaking together with research institutions, consultancies and networks, the project supports European cities at different stages of advancing the take-up of SUMPs. Building on previous experiences and lessons learnt from earlier and on-going national and European SUMP initiatives, the consortium has identified common challenges which pose significant barriers in the wider take-up of SUMPs in Europe. The project works on innovative and transferable solutions for four SUMP-challenges.



Participation

Actively involving local stakeholders and citizens in mobility planning processes



Cooperation

Improving geographic, political, administrative and interdepartmental cooperation



Measure Selection

Identifying the most appropriate package of measures to meet a city's policy objectives



Monitoring and Evaluation

Assessing the impact of measures and evaluating the mobility planning process

*Figure 1: The four SUMP challenges defined within the project*

European cities are at the heart of the CH4ALLENGE project to develop innovative, practically proven and transferable solutions to these common challenges of Sustainable Urban Mobility Planning (SUMP).

For each challenge, the project cities analyse the local mobility situation, develop new strategies how to tackle urban mobility problems and test solutions to overcome barriers in participation, cooperation, measure selection and monitoring and evaluation in the SUMP process in more than forty pilot schemes.

## 1 CH4LLENGE Universities in a nutshell

The CH4 University targeted students and young professionals from fields relevant to SUMP. 200 young professionals were trained on SUMP and ways to overcome planning challenges.

In the first half of 2014, a draft CH4LLENGE University concept was intensively discussed by RC, POLIS, UNIV LEEDS and the partner cities involved with the responsible task leader PUT. Discussions were held in several telephone conferences, at the Consortium Meetings in Amiens and Dresden and at two additional meetings in Budapest and Brno (the hosts of the first two CH4LLENGE Universities).

The CH4LLENGE Universities took place in five different New Member States: Hungary, Czech Republic, Poland, Romania, and Croatia. The aim was to increase awareness and expertise on SUMP among the next generation of planners and decision-makers in these countries – a worth-while investment in our future.

While the event preparation took place within the reporting period, the events themselves were held after this report's reporting period. These five events were organised according to the following programme:

- Budapest University of Technology and Economics (BUTE) - 2nd - 3rd of October 2014
- Brno University of Technology (BUT) - 16th - 17th of October 2014
- Krakow University of Technology (PK), Faculty of Civil Engineering - 2nd - 3rd of July 2015
- University of Zagreb, Faculty of Traffic Sciences and Geography Department - 28th - 29th of October 2015
- Polytechnic University of Timișoara (PUT), Department of Transportation Engineering - 5th - 6th of November 2015

ATU coordinated the preparation of all five CH4LLENGE Universities. The host cities have contributed significantly to the organisation of the events and decided for two different learning approaches that will be described within the following chapters. All five CH4LLENGE Universities have been evaluated with a feedback questionnaire.

The lectures and workshops highlighted the experiences of the CH4LLENGE cities as concrete cases while also building on the training materials developed by the Eltisplus initiative. Every summer school participant received a set of SUMP lecture notes.

The language of the events was English; the events were open to interested students and young professionals from all over the hosting country.

*Table 1: Involvement of project partners in CH4LLENGE Universities*

Partner	Tasks
POLIS	Work Package 6 Leader <ul style="list-style-type: none"> <li>• Support in preparing summer schools;</li> <li>• Additional support for summer school notes on 'Challenge 2 - Institutional Cooperation'.</li> </ul>



Rupprecht Consult	<ul style="list-style-type: none"> <li>• Support of work package leader in all tasks;</li> <li>• Additional support for summer school notes on 'Challenge 1 - Participation'.</li> </ul>
University of Leeds	<ul style="list-style-type: none"> <li>• Support of summer schools;</li> <li>• Additional support on summer school notes on 'Challenge 3 - Measure identification'.</li> </ul>
City of Dresden	<ul style="list-style-type: none"> <li>• Additional support on summer school notes on 'Challenge 4 - Monitoring and Evaluation'.</li> </ul>
Budapest, Brno, Krakow, Zagreb,	<ul style="list-style-type: none"> <li>• Support of WP leader in organisation of summer schools.</li> </ul>
ATU	<ul style="list-style-type: none"> <li>• Organisation of summers schools;</li> <li>• Responsible author for D6.4 Documentation of CH4ALLENGE Universities, supported by PUT.</li> </ul>
PUT	<ul style="list-style-type: none"> <li>• Support ATU in organisation of summers schools;</li> <li>• Support ATU in developing D6.4 Documentation of CH4ALLENGE Universities.</li> </ul>

## 2 Organisational aspects of CH4ALLENGE Universities

### 2.1 Cooperation with the host universities

#### ***CH4ALLENGE University in Budapest***

There was a strong cooperation between BKK Centre for Budapest Transport and Budapest University of Technology and Economics (BME) with regards to event dissemination and room rental. An extensive number of departments advertised the CH4ALLENGE University on their notice boards and web pages since the beginning of the semester. Therefore, a wide range of students - civil engineers, transport engineers, architects and economists - were present at the CH4ALLENGE University in Budapest. The two days event took place in the imposing room of "teachers' club" of BME, where all necessary technical equipment was available including projector, Wi-Fi and sound-system.

#### ***CH4ALLENGE University in Brno***

During the preparation of CH4ALLENGE University in Brno, the City of Brno cooperated with Brno University of Technology (BUT), Faculty of Civil Engineering. The members of the faculty are involved in several scientific project focused on sustainable mobility. Therefore, their involvement in the organisation of the event was commonsense. Apart from local bilateral meetings, a meeting with project partners - PUT, POLIS, RC, City of Brno and the host, BUT - took place in May 2014. During this meeting the responsibilities and mainly the format of the event in Brno was agreed upon.

The representative of BUT took over an active role within the entire planning process – the post gradual students were involved in the preparation of the content for the workshop session - 2<sup>nd</sup> day of CH4 University.

#### ***CH4ALLENGE University in Krakow***

All the preparations of CH4ALLENGE University in Krakow were conducted in strong cooperation between the City of Krakow and Krakow's University of Technology. This meant agreeing on the agenda, local spotlights and exercises as well as providing four local lecturers by the University.

During several meetings, the agenda, format and scope of the exercises for students as well as the workshop sessions were discussed and fully prepared.

Both days of the CH4 University were held at the Krakow University of Technology main campus in the city centre. During the 2-day event, simultaneous translation was provided.

#### ***CH4ALLENGE University in Zagreb***

The CH4ALLENGE University in Zagreb relied on a strong cooperation between the Faculty of Transport and Traffic Science, the Faculty of Architecture and the Faculty of Science, Department of Geography, of the University of Zagreb. Before the CH4ALLENGE University took place, a number of meetings with representatives from the faculties were organised by the City of Zagreb.

#### ***CH4 University in Timișoara***

Preparing the CH4ALLENGE University in Timișoara was a complex task and it was accomplished in close cooperation between the City of Timișoara and the Department of Transportation Engineering

of the Polytechnics University of Timișoara. Several meetings. During several meetings the agenda and the exercises for the workshops were discussed and prepared in details.

Furthermore, a set of meetings was organised with the students and representatives from the Faculty of Architecture and Urban Development of PUT and the Faculty of Geography of the West University of Timișoara, since the target groups of the CH4 University were not only students of Transportation engineering, but also architecture and urban development, geography and spatial development students.

## 2.2 Organising and logistic issues

### 2.2.1 Logos and templates

Within the project, as WP7 leader, UBC designed different versions of the CH4ALLENGE logo (short and long versions, various formats) and several templates (MS PowerPoint-template and two MS Word templates) to be used under different circumstances. The PPT template as used both by CH4ALLENGE lecturers and the local experts to develop the presentations for the CH4ALLENGE Universities.



Figure 2: CH4ALLENGE University logo

### 2.2.2 Dissemination

#### CH4ALLENGE University in Budapest

BKK sent regular emails to potential candidates including students and young professionals in Budapest and Hungary. The dissemination poster of the event was placed on the notice boards and web pages of high number of departments since the beginning of the semester.



Figure 3: CH4ALLENGE University Budapest dissemination poster



### CH4LLENGE University in Brno

The dissemination of the event was conducted mainly through the emails and the websites of the addressed universities. The leaflet with the information about CH4LLENGE University and the link to registration was sent to students from Masaryk University (Geography, Sociology), Mendel University (Regional Studies), Brno University of Technology (Urbanism, Architecture, and Engineering) established in Brno. The information on the event was also sent other Czech Universities.

The Facebook page was created to prepare some kind of informal space for discussion for the students registered to event. The update of the CH4LLENGE University in Brno was also published on Facebook ([www.facebook.com/ch4university](http://www.facebook.com/ch4university)).



Figure 4: Facebook page for CH4LLENGE University in Brno

### CH4LLENGE University in Krakow

The dissemination of the event was made using mainly the emails and websites of the addressed universities. The information about CH4LLENGE University and registration forms were sent to students of Krakow's University of Technology. The information about the event was also sent to other Polish technical universities.

The Facebook page of a local 'science club' of transport systems was used to promote the event and boost the interest and the number of registrations. This channel was used as well to update all the information about CH4LLENGE University in Krakow (<https://www.facebook.com/knsk.pk>).

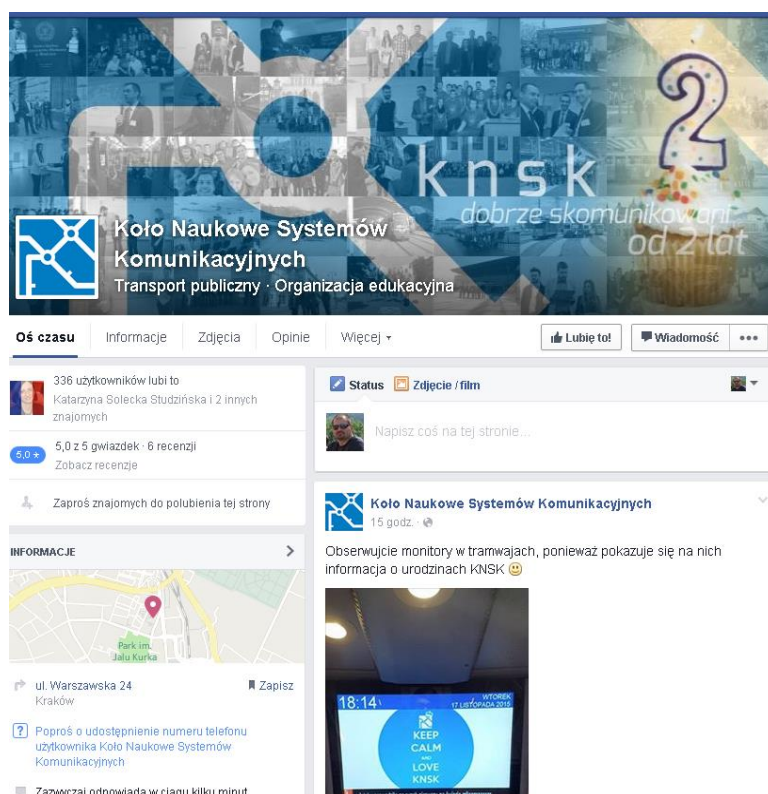


Figure 5: Facebook page of the local science club that promoted the CH4ALLENGE University in Krakow

### CH4 University in Zagreb

The dissemination was made using invitations sent by e-mails to the participants and through the platform for registration where the exact number of registrations could be seen. The event was also disseminated during the European mobility week.

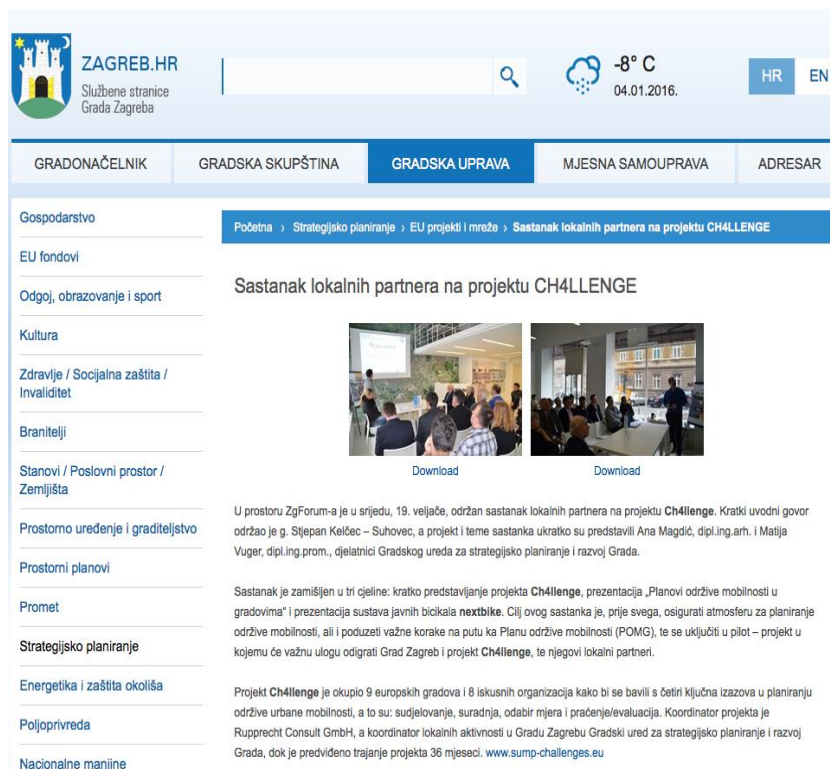


Figure 6: Information on the City of Zagreb website

### CH4 University in Timișoara

The main channel of dissemination of the event were:

- e-mails
- local social groups of the students
- the platform for registration where the exact number of registrations could be seen, together with the contacts information of the registered participants.

After the registration, the personal e-mail address of participants remained the main link.

### 2.2.3 Statement of Accomplishment

Each participant received a Statement of Accomplishment for participation in the CH4 University issued by the project CH4ALLENGE and signed by the recognised expert in Sustainable Urban Mobility Planning, the German consultancy Rupprecht Consult, project coordinator.

Attendance of all course elements, active participation in the activities and completion of the workshop tasks were required in order to receive the diploma.

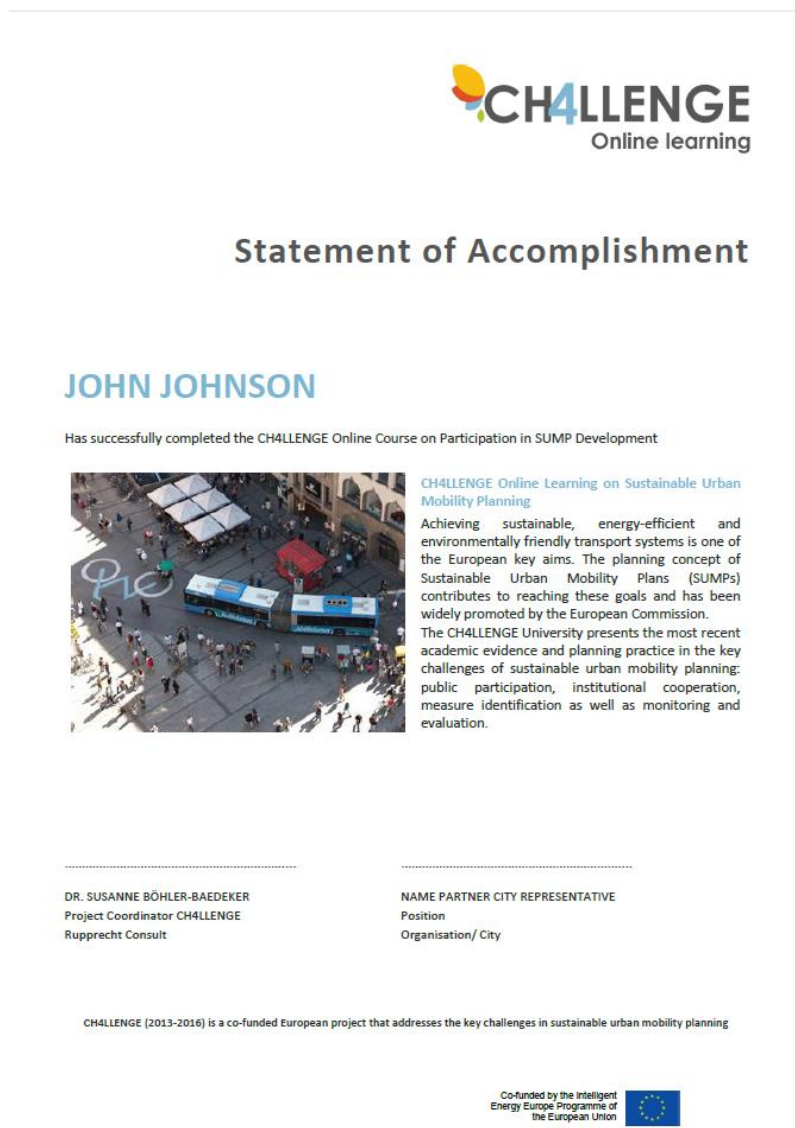


Figure 7: Statement of Accomplishment template

## 2.3 Lecture notes

### 2.3.1 The purpose and the content of the lecture notes

The lecture notes were developed and provided to the CH4 University attendees in order to facilitate learning and remembering of the contents presented during the CH4 lectures. They represent a study reference after the lecture, enclosing all the information that the students need to learn and accumulate.

The lecture notes described and defined the main points of the four Challenges – Participation, Institutional Cooperation, Measure selection, Monitoring and Evaluation - chose and developed pertinent examples, trying to offer extra information to students attending the lectures. Serving as background information about the challenges for the lecture notes, four reference documents were developed and provided before the CH4 University:

- RC drafted in cooperation with UNIV LEEDS a document on “Why is Participation a challenge in sustainable urban mobility planning?”;
- POLIS and WYCA, supported by UNIV LEEDS, drafted the reference document “Why is Institutional Cooperation a challenge in sustainable urban mobility planning?”;
- UNIV LEEDS drafted the reference document “Why is Measure Selection a challenge in sustainable urban mobility planning?”, which mirrors the state-of-the art in research policies and practice as well as the common understanding of effective measure selection in the project;
- LHD has drafted the challenge description “Why is Monitoring and Evaluation a challenge in sustainable urban mobility planning?” in cooperation with UNIV LEEDS, which reflects state-of-the art in research, policy and practice as well as the common understanding of monitoring and evaluation in the project.

Due to the specific structure adopted for all four lectures, the lecture notes resulted in a roadmap of all lectures held within the CH4 Universities following a chained structure, where students were led through arguments step by step, enclosing just the right amount of information.

Based on these *Challenge Descriptions*, the four chapters about Participation, Institutional Cooperation, Measure selection and Monitoring and Evaluation have been drafted for the CH4ALLENGE University lecture notes. In addition to that and for the same purpose, a model presentation has been provided to the CH4 University organisers. Lectures on the four challenges have been given alternatively by RC, POLIS and WYCA, PUT and UIRS at the CH4ALLENGE Universities.



### 2.3.2 The lecture format

The lecture notes enclose a comprehensive text with chapters on all four challenges: Participation, Institutional Cooperation, Measure selection and Monitoring and Evaluation.



Figure 8: Lecture notes structure

The lecture notes developed according to the following format:

#### **CH4LLENGE IN A NUTSHELL**

- Addressing the four Key Challenges of Sustainable Urban Mobility Planning
- The experts behind CH4LLENGE
- How you can benefit of CH4LLENGE
- The key outputs - CH4LLENGE kits

#### **CH4LLENGE 1: Participation in Sustainable Urban Mobility Planning**

- Summary
- What is Participation in the context of Sustainable Urban Mobility Planning?
- Why is Participation important for SUMP?
- What research and information is available on Participation in transport planning?
- Best practice examples of Participation in the SUMP development
  - The SUMP Round Table: stakeholder involvement in Dresden, Germany
  - Bottom-up mobility visioning: the transition management in Gent, Belgium
- Conclusions

#### **CH4LLENGE 2: Institutional Cooperation in Sustainable Urban Mobility Planning**

- Summary
- What is Institutional Cooperation in the context of Sustainable Urban Mobility Planning?
- Why is Institutional Cooperation important for SUMP?
- What research and information is available on Institutional Cooperation in transport planning?
- Relating aspects of project management to institutional cooperation
  - Legal requirements and hierarchical approach
  - Create a functional group of institutional stakeholders
  - Operational aspects of institutional cooperation
- Best practice examples of Institutional Cooperation for SUMP
- Conclusions

#### **CH4LLENGE 3: Identifying the most effective measures in Sustainable Urban Mobility Planning**

- Summary

- What is Identifying the most effective measures in the context of Sustainable Urban Mobility Planning?
- Why is Identifying the most effective measures important to SUMP?
- What research and information is available on Identifying the most effective measures in transport planning?
- What are the common barriers to generation of effective measures and measure packages?
- Approaches and tools for option generation
- Best practice examples of identifying the most effective measures for SUMP
- Conclusions

#### CH4ALLENGE 4: Monitoring and Evaluation in Sustainable Urban Mobility Planning

- Summary
- What is Monitoring and Evaluation in the context of Sustainable Urban Mobility Planning?
- Why is Monitoring and Evaluation important for SUMP?
- What research and information is available on Monitoring and Evaluation in transport planning?
- How does CH4ALLENGE address Monitoring and Evaluation?
- Indicator selections
- Conclusions

#### References

##### 1.5 Best practice examples of Participation in the SUMP development

The following participation examples showcase how to engage a variety of political, technical, academic and local mobility stakeholders in SUMP development through a roundtable, and how to stimulate creative thinking and changes in mind-sets in transport planning with the aim of enhancing a city's sustainability, attractiveness and liveliness.

##### 1.5.1 The SUMP Round Table: stakeholder involvement in Dresden, Germany

The City of Dresden initiated a stakeholder round table for its "Sustainable Urban Mobility Plan 2025+", a comprehensive, integrated mobility plan. A number of committees were established (see Fig. 4-5), e.g. the Steering Committee led by the mayor including also representatives of city council groups, heads of department, City of Dresden officials, councillors, project managers and round table facilitators. At the round table a large number of actors are involved such as the transport providers and associations, business associations, city council groups and others. A scientific advisory board consisting of representatives of transport and transport-related studies as well as the Dresden University of Technology and other German research institutions formed another important advisory actor. Also regions and neighbouring communities as well as citizens were involved.

The round table is the centrepiece of the participation process where stakeholders decide on the main directions of the plan and comment on the drafts prepared by the city. The round table is moderated by an experienced external moderator, which is seen to be essential for successful discussions. All committees, groups and boards are in a continuous dialogue process. As a result of the implementation of the round table involvement tool, planning processes for the Dresden SUMP are even more complex and require more time than usual.

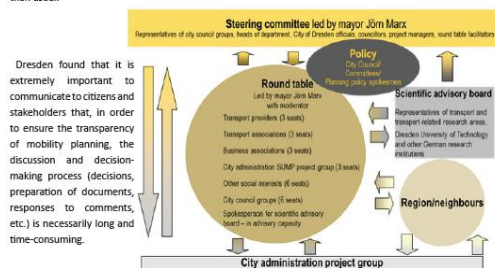


Figure 12: Set-up of round table in Dresden (City of Dresden/ CHALLENGE, 2013)



Figure 13: Set-up of round table in Dresden (City of Dresden/ CHALLENGE, 2013)

The City of Dresden contracted an external consultant through a Europe-wide tender to support the development of the urban mobility plan. However, it is the city administration itself that organises and manages all participation processes (CHALLENGE, 2013).

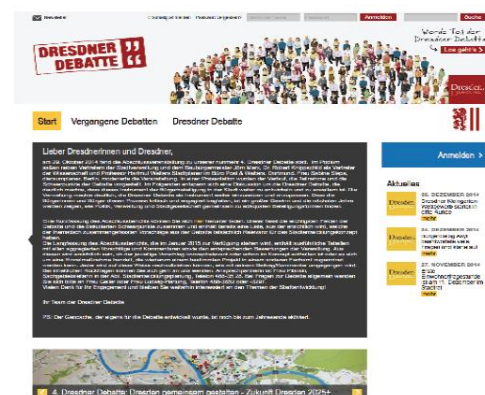


Figure 14: Dresdner Debatte website

Figure 9: Print screen of lecture notes pages

## 2.4 Lecturers and presentations

The CH4LLERGE lecturers pursued their own research to contribute to the wide training activities of the CH4LLERGE University. Their lectures have been gathered in the lecture notes final document as previously mentioned.

Within the two days of CH4LLERGE University, lecturers coming both from the CH4LLERGE project Consortium and also external institutions delivered well-prepared PPT presentations developed according to the content enclosed in the Lecture Notes.

It was aimed to develop a close link between the student's conception of SUMP, the study approaches and the learning outcomes.

The CH4LLERGE lecturers delivered five presentations following specific structures:

### 2.4.1 Presentation of CH4LLERGE Project and SUMP introduction

This presentation highlights basic issues that lie at the basis of the project and at the SUMP concept:

- Introduction about the CH4LLERGE project and about the partners involved and the follower cities;
- Introduction of the four Challenges that the project tackles;
- Introduction on European urban transport and the transport problems in the cities;
- Introduction on the problems in transport planning;
- Planning sustainable transport and introduction on SUMP concept as a concept strongly promoted by EU: recommendations, documents;
- Introduction of the Urban Mobility Package;
- Basic characteristics of SUMP, introduction of the SUMP planning cycle and the differences between the traditional transport planning and the SUMP;
- The SUMP planning practices in Europe;
- Connection between the SUMP cycle and the four Challenges and the activities in the project that try to improve the local planning - the CH4LLERGE pilot projects;
- Conclusions.

### 2.4.2 Presentation of CH4LLERGE 1 – PARTICIPATION

**Title of the presentation:** *Citizen and Stakeholder Involvement A Precondition for Sustainable Urban Mobility*

The most important issues approached during the presentation were:

- Why is participation important for SUMP? Findings;
- What are the challenges for more and better participation;
- Academic perspectives on stakeholder and citizen involvement;
- Stakeholder and public involvement practices in Europe;
- Barriers to involving stakeholders and citizens successfully;

- Results of the survey across European cities regarding the involvement of citizens and other stakeholders in transport planning process;
- Problems occurred in cities when involving the stakeholders and citizens;
- Recommendations for conducting a participation process;
- Identification of stakeholders;
- Engagement strategies for citizens - the most appropriate format depending on the target groups, the right moment to involve them, as a continuous activity or only sporadically, determine appropriate levels of involvement;
- Means of improving the internal administrative process of organising participation;
- Best practice – Dresden Round Table (Dresden SUMP: VEP 2025plus) and Bremen;
- Critical reflection on participatory mobility planning;
- Participation in 2030.

### 2.4.3 Presentation of CH4LLENGE 2 – INSTITUTIONAL COOPERATION

**Title of the presentation:** *Creating a functional institutional partnership for SUMPs*

The most important issues approached during the presentation were:

- Top-down approach that is no longer the appropriate approach. Everything is really flat now within institutional cooperation;
- Reason for discussing Institutional Cooperation – SUMP principles;
- Forms of Institutional Cooperation;
- Benefits of Institutional Cooperation;
- Institutional Cooperation;
- Barriers referred to by academic perspectives on institutional cooperation;
- Actors that sit at the table: Decision-making at the top, the functional process and the implementation and operation of the plan. The project manager's role. Functionality – as a need to bring the skills, the capacity, the knowledge. Operational aspect – as a need to bring together all the funding, facilitate people, bring all the organisations together and make them cooperate;
- Jon Kingdon model – the 3 P's – politicians, the policies to fix the problem and the problems needed to be solved;
- Political support;
- Skills, capacity and knowledge needed;
- Case study: Flanders Region and West Yorkshire;
- Conclusions.

### 2.4.4 Presentation of CH4LLENGE 3 – MEASURE SELECTION

**Title of the presentation:** *Option Generation: Identifying the most effective measures and packages*

The most important issues discussed:



- Short introduction and outline of the issues to be discussed;
- Definitions and problem to be solved through measure generator;
- The process – description of the logical scheme - the starting point, possible instruments, developing packages, option appraisal, learning lessons;
- Definition of packages of measures and their importance in comparison to the implementation of a measure alone;
- Presentation and explanations regarding the Optimal Strategies Study / the Principles of integration (definition of synergy / complementarity and removal of barriers);
- The barriers to option generation;
- Best practice from Dresden SUMP measure selection – how to decide which transport measures to implement;
- Option generation in 2030;
- The KonSULT Knowledgebase – highlights of the elements that provide evidence of performance, KonSULT measure categories, the option generation tool, the complementary instruments tool, the packaging tool.

#### 2.4.5 Presentation of CH4LLENGE 4 – MONITORING AND EVALUATION

**Title of the presentation:** *SUMP Monitoring and Evaluation*

The most important issues discussed:

- Definition of concepts / Monitoring & Evaluation in a nutshell – differences between monitoring and evaluation;
- Presentation of the SUMP cycle and where Monitoring and Evaluation fit in this cycle;
- Phases, tasks and key steps that relate to Monitoring and Evaluation – in the planning phase, implementation and evaluation phase;
- The benefits of Monitoring and Evaluation;
- Survey and results from 35 CH4LLENGE cities;
- Common barriers the local administrations face / approaches to overcome these barriers;
- Introduction of the Monitoring and Evaluation template available, developed within the CH4 project;
- Presentation of the indicators selection process and the indicator flow;
- Good practice examples: Bremen, Vienna, Dresden, Orebro, WYCA;
- Presentation of the CATCH dashboard, hit-map for Paris;
- Presentation of the EVIDENCE project;
- Challenges for the 2030-2050 period;
- Local and national data tools to gather information;
- Conclusions.

## 2.5 Working Groups

In order to provide an interactive format of the CH4 University and to expand the knowledge area, the students were invited to participate to Working Groups sessions and received certain tasks to carry on during these very interactive workshops. The students engaged in short, informal discussions, in response to the particular issue requested from them at the beginning of the workshop.

The workshops were based on four principles:

- The students are the primary focus of the training;
- Interaction between the students and "learning by doing" were of major importance;
- Working in groups as an important mode of learning;
- Structured approaches to developing solutions to real-world problems were incorporated into learning.

## 2.6 CH4LLENGE Universities held in the project

### 2.6.1 CH4LLENGE University in Budapest

#### *Concept, dissemination and agenda*

The CH4LLENGE University took place in Budapest on the 2<sup>nd</sup> and 3<sup>rd</sup> of October 2014 at the Budapest University of Technology and Economics. The event was promoted using different channels: two faculties boards, on the BKK website and through Facebook.

A number of **20** students attended both days of the CH4 University. The event was chaired by the BKK team.

The implementation concept of the event unfolded according to the following structure:

**The first day** started with a presentation that introduced the CH4LLENGE project and the SUMP concept, lectured by project coordinator Susanne Böhler-Baedeker from Rupprecht Consult.

Two of the four Challenges developed by the project were introduced and discussed upon within the first day lectures:

- Participation – lecture presented by Susanne Böhler-Baedeker from Rupprecht Consult and
- Institutional Cooperation - lecture presented by Ivo Cré from Polis.

The two presentations followed the above structure presented in Chapter 2.4.

As a local lecturer, Mr Levente Nagy, Director of Business Development and Customer Communications at BKK Centre for Budapest Transport presented the real case study within the *M4 metro line surface transport reorganisation in Budapest* for Challenge 1: Participation.

In connection with the inauguration of M4, the Municipality of Budapest and BKK is currently implementing one of the largest surface traffic reorganisations of the past decades directly affecting hundreds of thousands of daily regular travel patterns, 10 districts as well as the metropolitan area towns of Budaörs and Törökbálint. In these areas passengers will experience a high level of schedule changes on 40 bus lines, five tram lines and three trolleybus lines. The new metro will run between

Keleti (Pest side) and Kelenföld railway stations (Buda side) on 6.7-kilometre-long tracks in 13 minutes crossing underneath the river Danube. Similarly to the other metro lines, M4 will run every 2-3 minutes during peak hours, while during the day every 5 minutes and late evenings every 10 minutes.

BKK Centre for Budapest Transport has reviewed the contribution of approximately 7,500 users, which arrived during the public consultation process concerning the modification of the surface transport network in connection with the launch of the city's new state-of-the-art driverless metro line at the end of March 2014. In addition to customer feedback, the affected districts' mayors and several civic associations also expressed their views during the consultation process.

Mr László Sándor Kerényi was the second local expert to highlight *Cooperation process of BKRFT and SEA in Budapest* as an applied study for the Challenge 2: Institutional Cooperation.

The steps of social consultation are defined by Hungarian legislation based on EU legislation. The strategic environmental assessment (SEA) is part of The Development Plan of the Transport System of Budapest (BKRFT): the SEA was prepared for the revised project list. The SEA is part of the consultation and approval process of BKRFT, which is based on the Government Regulation 2/2005. (I. 11.) and the EU SEA (Strategic Environmental Assessment) Directive in force. Special parts of the SEA (based on the regulations of environmental protection, nature conservation, landscape protection) can be prepared only by authorized experts.

Based on the methodology of BKRFT the followings issues must be covered by the SEA:

- How do the proposed regulations and measures affect or improve the state of the environment?
- What kind of possible damage threatens the environment and population if the proposed measures would not be implemented?
- Do local conditions exist to implement the planned measures?
- How are public authorities prepared to implement the planned measures?
- Are there adequate governmental, financial, institutional and procedural conditions to implement the planned measures?
- How does the recommendation differ from generally approved international solutions?

Steps followed within the process:

1. Prior resolution request - Connected to plans and program BKK requested a prior resolution from the environmental authorities (based on regulations) to define the exact theme of SEA (content and detail required). The request was sent before the start of the analysis.
2. Request on methodology development - The institutions were contacted and involved into the consultation process that indicated their intent to review it.
3. Development of the methodology - The methodology was developed by authorized experts. The review of the participant institutions was taken into account. Several consultations were held during the development process. The completed methodology was sent to all of the participants.
4. Development of SEA based on the defined methodology - External experts completed the SEA and prepared the social consultation document: the recommendations and reviews were evaluated by

the experts. Then the first version was completed (SEA consultation document) based on the methodology. The external experts were supported by a special working group of BKK.

5. Social consultation of SEA - The SEA consultation document and the evaluation results for the participating institutes were sent. The consultation meeting was prepared and called for. The results will be introduced and the reviews will be clarified. Several group of participants received the consultation documents and three focus group meetings were organised in order to discuss the reviews:

- authorities,
- municipalities, police
- civil and professional organisations.

6. Documentation of reviews - Before the finalization the document was completed with the results of the consultations. Based on statutory obligation complete final SEA was prepared and the Assembly of Budapest was informed about the completed assessment and the results of SEA.

During **the second day**, the other two Challenges comprised in the project were introduced according to the planned structure:

- Measure selection – lecture presented by Attila Gonczi from Polytechnics University of Timișoara (PUT) and
- Monitoring and Evaluation – lecture presented by Ivo Cré from Polis.

The two Challenges and the CH4 lecturers were backed up by the two local experts describing the Budapest situation.

Tamás Fleicher from the Institute of World Economy highlighted the *Selection of policy measures while preparing a Sustainable Urban Mobility Plan for Budapest* as an applied Case study for Challenge 3: Measure selection and Tamás Mátrai introduced the *Monitoring and Evaluation in Budapest* case study for Challenge 4: Monitoring and Evaluation.

On 30<sup>th</sup> of June 2014, the General Assembly of the Municipality of Budapest approved the working draft of the new mobility plan of the city entitled “Balázs Mór Plan” (BMT). The BMT is the transport development strategy of the Hungarian capital based on sustainable urban mobility planning (SUMP) principles for the period 2014 -2030. The Plan represents a new level of quality through its strategy and clarity and is in strong accordance with related local, national and EU-level plans.

Each indicator is assigned to different goal levels. The indicators belonging to the strategic objectives are used to assess the success of the BMT. The indicators assigned to the different areas of intervention are also meant to measure the success of the Plan, while individual areas of intervention might affect the indicators in the opposite direction. Result indicators showing the progress of the interventions contained in the Plan have been defined for each set of intervention thus providing a basis for evaluation whether tasks detailed in the Plan have been completed according to schedule.

In addition to the public consultation of the BMT, in the second half of 2014 the detailed planning of the monitoring and evaluation plan started with the involvement of external experts. The detailed planning process includes the review of indicators, their definitions and additionally the necessary processes and their allocated resources will be defined.

On both days, after each batch of two presentations, both from CH4 lecturer and the local lecturer, **Working Groups** plenary sessions were organised with tasks related to the applied case studies earlier described and implemented in Budapest. During the two days, students had to answer to a set of questions related to case studies previously presented.



*Figure 10: all Workshop exercises for students were based on the ongoing development of the Balázs Mór Plan (BMT) the Transport Development Strategy*

The Working Groups of the workshop had to solve tasks related to “Balázs Mór Plan (BMT)”. All participants received one copy of BMT. Each task was related to one of the measures included in BMT. The working groups coordinated by experts focused on these measures and discussed the solutions related to the four SUMP Challenges (Participation, Institutional Cooperation, Measure selection, Monitoring & Evaluation). Technically there were four separated workshops during the two days of the CH4 University.

Each Working Group developed its own recommendations during the allocated period of time. One of the students had to present the ideas and solutions that the team came up with, in approximately five minutes after the group work session.

The measures of the three Working Groups were:

- **WG #1:** Improving cycling accessibility, a bicycle-friendly secondary road network;
- **WG #2:** Propagation of public transport vehicles suitable for carrying bicycles;
- **WG #3:** Development of the public bicycle-sharing system, extension of cycling services.

#### 1. Participation

- Working Groups should introduce the most important tasks of participation related the above listed measures (involvement of stakeholders, public presentation, consultation process).
- What possible instruments should be used during participation phase?
- Each Working Groups have to develop its own decision-making concept.

#### 2. Institutional Cooperation

- Working Groups should summarise all of the institutes and organisations which have to be involved into the institutional cooperation.
- What are the most important points of the Cooperation Agreement?
- Each Working Groups have to develop its own decision making concept.

#### 3. Measure selection



- Working Groups should define one or more concrete projects related to their own measure.
- What is the process of the project generation?
- What are the aspects of the project selection?
- What is the process of project ranking? What are the aspects of project ranking?

## 4. Monitoring and Evaluation

- What will be the most important indicators of the Monitoring and Evaluation process?
- What would be the methodology of the measurement and surveys?
- How frequently should measures and surveys be done?
- Define an indicator to be related to Priorities and Strategic Objectives.

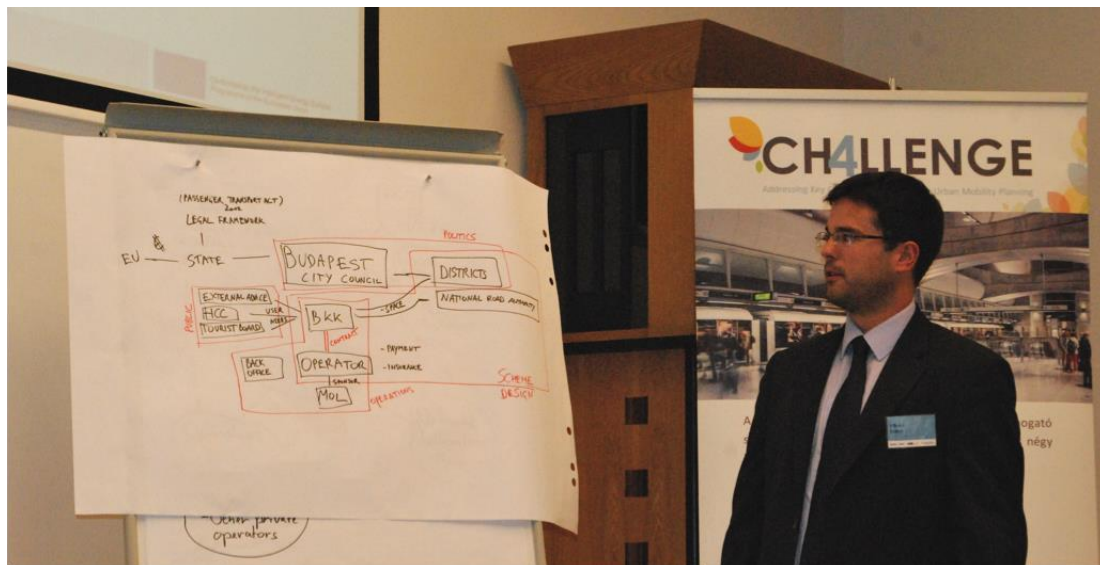


Figure 11: CH4 University in Budapest - presentation of the results after the WG discussions



Figure 12: CH4 University in Budapest - lectures

**VENUE: 1111 Budapest , Műegyetem rkp. 3, K building, 1st floor, room 97****Day 1. October 2, 2014**

Time frame	Task	Lecturer
8:30 – 9:00	Registration	
9:00 – 9:30	Opening words. SUMP in general and difference to classical mobility planning. The CH4 project.	Susanne Boehler-Baedeker/ Rupprecht Consult
<b>CHALLENGE 1: PARTICIPATION</b>		
9:30 - 10:00	Introductory lecture on CH4LLENGE 1 <i>Ci#zen'and'Stakeholder'Involvement'A'Precondi#on'for'Sustainable'Urban'Mobility</i>	Susanne Boehler-Baedeker/ Rupprecht Consult
10:00-10:45	Lecture on CH1 applied on the case study: M4 surface transport reorganisation	Levente Nagy/BKK
10:45 - 11:00	<b>Coffee break</b>	
11:00 - 12:00	Working groups working on the case study applying CH 1	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
12:00 - 12:30	Discussions of the results	BKK / RC
12:30 - 13:30	<b>Lunch</b>	
<b>CHALLENGE 2: INSTITUTIONAL COOPERATION</b>		
13:30-14:00	Introductory lecture on CH4LLENGE 2 <i>Crea#ng'a'func#onal'ins#tu#onal'partnership'for'SUMPs</i>	Ivo Cré / POLIS
14:00-14:30	Lecture on CH2 applied on the case study: BKRFT and EIA cooperation process	László Sándor Kerényi / BKK
14:30-14:45	<b>Coffee break</b>	
14:45-15:45	Working groups working on the case study applying CH 2	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15:45-16:15	Discussions of the results of working groups	BKK / POLIS
16:15-16:30	Wrap up day 1 / End of Day 1	BKK
18:30	<b>Social event / Dinner</b>	

**Day 2. October 3, 2014**

Time frame	Task	Lecturer
8:30 – 9:00	Registration	
<b>CHALLENGE 3: MEASURE SELECTION</b>		
9:00 – 9:30	Introductory lecture on CH4LLENGE 3 <i>Op#on'Genera#on:'Iden#fying'the'most'effec#ve'measures'and'packages</i>	Attila Gonczi / PUT
9:30-10:15	Lecture on CH3 applied on the case study: BMT measure selection	Tamás Fleischer / MTA VGKI
10:15-10:30	<b>Coffee break</b>	
10:30-11:30	Working groups working on the case study applying CH 3	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
11:30-12:00	Discussions of the results of working groups	
12:00 - 13:00	<b>Lunch</b>	
<b>CHALLENGE 4: MONITORING AND EVALUATION</b>		
13:00 - 13:30	Introductory lecture on CH4LLENGE 4 <i>SUMP'Monitoring'and'Evalu#on</i>	Ivo Cré / POLIS
13.30-14.00	Lecture on CH4 applied on the case study: monitoring and evaluation in Budapest (BMT, EFM)	Tamás Mátrai / BKK
14.00-15.00	Working groups working on the case study applying CH 4	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15.00-15.30	Discussions of the results of working groups	
<b>CONCLUSIONS</b>		
15:30 - 16:00	<i>The'SUMP'cycle'and'the'role'of'the'four'main'challenges'in'developing'an'SUMP</i>	Susanne Boehler-Baedeker/ Rupprecht Consult
16.00-16.30	SUMP in Budapest: BMT	Hajnal Tünde / BKK
16.30-17.00	Ending the summer school. Conclusions. Closing ceremony, diploma ceremony	BKK / RC

Figure 13: Budapest CH4 University agenda



## 2.6.2 CH4ALLENGE University in Brno

### ***Concept, dissemination and agenda***

The CH4ALLENGE University took place in the City of Brno on the 16<sup>th</sup> and 17<sup>th</sup> of October 2014 at the Brno University of Technology (BUT).

A number of **82** students attended both days of the CH4 University. The event was chaired by the City of Brno team.

The implementation concept followed a different structure than the one used in Budapest: all four Challenges, including presentations introduced by CH4 Consortium lecturers and local lecturers were enclosed on the first day agenda.

**The first day** started with a presentation that introduced the CH4ALLENGE project and the SUMP concept, lectured by Miriam Lindenau from Rupprecht Consult.

The four sessions, each one corresponding to a SUMP Challenge were delivered on behalf of the CH4 Consortium according to the following structure:

- Participation – lecture presented by Miriam Lindenau from Rupprecht Consult;
- Institutional Cooperation - lecture presented by Jeff English from West Yorkshire Combined Authority;
- Measure selection – lecture presented by Attila Gonczi from Polytechnics University of Timișoara (PUT). After the theoretical part, the role of KonSULT as an online tool for measure selection was also introduced to students;
- Monitoring and Evaluation – lecture presented by Ivo Cré from Polis.

As a local lecturer, Mr Dan Škaroupka presented the *Development of the Railway node in Brno* – the public participation and communication as a local case study related to Challenge 1: Participation and the main issues highlighted were:

- Basic information about project – its importance for Brno, information about transport networks;
- Why and what is necessary to communicate;
- Description of the method used for public presentation and communication of the project;
- Results of the public communication.

From KORDIS JMK, Mr. Michal Kocourek, head of the transport department introduced the *Integrated transport system of the South Moravia*. This presentation highlighted the essential aspects of Challenge 2: Institutional Cooperation as part of a SUMP process and the main issues highlighted were:

- Basic information – population, operators, connections in working days, web visitors, etc.;
- Background of the Public Transport situation;
- Conditions for establishing and basic principles of IDS-JMK;
- Statistics of passengers, revenues;
- EU investments in the region;
- Plans for the next year;

- The role of KORDIS to the establishment of Transport Plan in Brno;
- Structure of the yearly public transport organisation project;
- Timetables, solutions.

As an applied study for Challenge 4: Monitoring and Evaluation, Mr Jan Zvara from SMB presented the *Strategy for Brno – evaluation and set-up indicators*. The development of this overall Strategy for Brno was described. Special attention was paid to indicators and their importance. Particular indicators and the relations to the Strategy were presented in details.

**The second day** was entirely dedicated to the plenary sessions where students gathered in working groups and replied to specific tasks.

2 groups of students were formed and each group was led by a PhD student. Each group received the same set of questions for all 4 challenges. For each group a local case was selected: Academic Square and Masaryk University Campus. The set of the questions were to be answered regarding the selected area. The leader moderated the discussion to the result that would answer the questions. CH4ALLENGE experts offered assistance to the Working Groups.

### 1. Participation

- Why is important to engage public in the process of SUMP?
- Which group of public is important to address for development of Mobility Plan for Academic Square/ Masaryk University Campus?
- When do you think is important to communicate with public and what you want to communicate?
- Which method you would use?
- Do you think that is important to make other surveys? On what subject?
- What are the benefits of public engagement?

### 2. Institutional Cooperation

- Which Institution you would involve in development of Mobility Plan for Academic Square/ Masaryk University Campus?
- Which are the methods how to find out their request?
- What are the benefits of institutional cooperation?

### 3. Measure Selection

- How to choose or detected proper measures for Mobility Plan for Academic Square/ Masaryk University Campus?
- How to proceed in process of development of Mobility Plan for Academic Square/ Masaryk University Campus?
- How to set up the goals we want achieve through Mobility Plans?
- Which are the tools for the analysis of the area?
- [http://www.konsult.leeds.ac.uk/public/level0/IO\\_hom.htm](http://www.konsult.leeds.ac.uk/public/level0/IO_hom.htm)

### 4. Evaluation and monitoring

- What are the benefits of the evaluation of the realised measures?
- Which methods can be used for evaluation and monitoring?

The groups presented the results of their discussion at the end of the second day. Apart from answers they also provided some solutions.

It is also important that the students participated at the CH4LLENGE University in Brno will be part of the working groups for the communication of the Sustainable Urban Mobility Plan in Brno which is now being preparing.



Figure 14: Group work session in Brno



*Figure 15: The CH4 University in Brno - handing the Statement of Accomplishment to the participants*



**Venue: Brno University of Technology - Fakulta stavební, Veveri 95, Brno 602 00****Day 1. October 16, 2014****Venue: Room R229**

Time frame	Task	
8:00 – 8:45	Registration	
8:45 – 9:00	Opening ceremony Dean / Head of Transport Department	Statutární město Brno (SMB), Brno University of Technology (VUT)
9:00 – 10:00	Presentation of CH4LLENGE project and SUMP introduction	Miriam Lindenau / RC
<b>CHALLENGE 1: PARTICIPATION</b>		
10:00 - 10:45	Introductory lecture on CH4LLENGE 1 <i>Citizen and Stakeholder Involvement A Precondition for Sustainable Urban Mobility</i>	Miriam Lindenau / RC
10:45 - 11:15	Example and discussions: <b>Development of the railway node Brno – the public participation and communication</b>	Dan Škaroupka / SMB
11:15 - 11:45	Coffee break	
<b>CHALLENGE 2: INSTITUTIONAL COOPERATION</b>		
11:45 - 12:30	Introductory lecture on CH4LLENGE 2 <i>Creating a functional institutional partnership for SUMP</i>	Jeff English / WYCA
12:30 - 13:00	Example and discussions: Coordinator of <b>Integrated transport system of the South Moravia as a partner in SUMP process</b>	Michal Kocourek / KORDIS JMK
13:00 - 14:00	Lunch	
<b>CHALLENGE 3: MEASURE SELECTION</b>		
14:00 - 14:45	Introductory lecture on CH4LLENGE 3 <i>Opinion on identifying the most effective measures and packages</i>	Attila Gonczi / PUT
14:45 - 15:15	Example and discussions: The role of KonSULT - online tool for measure selection	Attila Gonczi / PUT
15:15 - 15:45	Coffee break	
<b>CHALLENGE 4: MONITORING AND EVALUATION</b>		
15:45 - 16:30	Introductory lecture on CH4LLENGE 4 <i>SUMP Monitoring and Evaluation</i>	Ivo Cré / POLIS
16:30 - 17:00	Example and discussions: <b>Strategy for Brno - evaluation and set up the indicators</b>	Jan Zvara / SMB
17:00 - 17:30	Summary / Introduction of Working group task	SMB, VUT

**Day 2. October 17, 2014****Venue: Room A424**

Time frame	Task	
8:45 – 9:00	Coffee	
9:00 – 13:00	Working groups working on the case study applying SUMP challenges	Participants, local and CH4 experts
13:00 - 14:00	Lunch	
14:00 - 16:00	Presentation of the results	All
16:00 - 16:30	Coffee break	
16:30 - 17:30	Feedback by the Review board, Summary and Closing words CH4 Diploma ceremony	SMB, VUT

Figure 16: Brno CH4 University agenda

### 2.6.3 CH4ALLENGE University in Krakow

#### ***Concept, dissemination and agenda***

The CH4ALLENGE University took place in the City of Krakow on 2<sup>nd</sup> and 3<sup>rd</sup> of July 2015 at the Krakow University of Technology (PK).

A number of **15** students attended the first day of the CH4 University, and **16** students during second day.

The event was chaired mainly by Attila Gonczi (PUT) and by Tomasz Zwolinski (City of Krakow).

The implementation concept followed the structure used in Budapest: the two first challenges were presented and discussed on the 1<sup>st</sup> day, and two other challenges were dealt with during the 2<sup>nd</sup> day. All 4 challenges presentations were followed by local examples and working groups on the specific topics.

**The first day** started with a presentation that introduced the CH4ALLENGE project and the SUMP concept, lectured by Miriam Lindenau from Rupprecht Consult.

The next two sessions, each one corresponding to a SUMP Challenge were introduced on behalf of the CH4 Consortium according to the following structure:

- Participation – lecture presented by Miriam Lindenau from Rupprecht Consult;
- Institutional Cooperation - lecture presented by Ivo Cré from Polis;

Mr Lukasz Franek from PK presented the *Concept of introducing one-way traffic around 1<sup>st</sup> ring road in Krakow* as a local presentation of the Challenge 1: Participation and the public participation involvement which was done for this purpose in Krakow.

Students were asked to perform a ‘role play’ within this context and they were divided into groups representing authority, local politicians, technicians, citizens, representatives of local ecological clubs, etc. The working group focused on discussions and presentation of different arguments for changing the “time frame” for possible goods delivery into main square in the city centre of Krakow.

As an applied study of Challenge 2: Institutional cooperation, the local expert and former deputy mayor of Krakow, Jan Friedberg, delivered a presentation covering a discussion concerning *the different roles of institutions in current transport planning processes in Poland*, and how SUMP concept could fit into this situation. He also presented different aspects of institution cooperation, i.e.:

- Vertical: between organisations for which one is directed by, or accountable, to the other; or
- Horizontal: between different organisations who are autonomous in relation to one another.
- Territorial;
- Inter-sectorial or cross-sectorial.

Next, Mr Friedberg moderated the students working groups – 3 different groups worked in the SUMP elaboration for a medium-sized city in Poland. The overall principle for all groups was to agree on the sustainable mobility policy to be implemented. The idea was to work on different methods and approaches toward attaining sustainable mobility in the city, i.e. cycling city, priority for rail commuting, wide pedestrian areas with access for cars to parking areas, etc.

Groups characteristics were described as it follows:

- **WG #1:** Authority with the following characteristics:
  - habit of being omniscient;
  - poor orientation in the content of decision making;
  - unwillingness to listen to advisers and independent experts.
- **WG #2:** Citizens with the following characteristics:
  - lack of knowledge about the subject of research;
  - the habit of recognizing "them" as "idiots and thieves";
  - difficulties in formulating policies, striving for a debate on solutions;
  - the pursuit of particular interests.
- **WG #3:** Observers (experts, media, politicians).
  - peremptoriness and conviction about their own uniqueness;
  - conflictual.

During **the second day**, the other two Challenges comprised in the project were introduced according to the planned structure:

- Measure selection – lecture presented by Attila Gonczi from Polytechnics University of Timișoara and
- Monitoring and Evaluation - lecture presented by Mojca Balant from UIRS.

Next, Mrs Katarzyna Nosal from PK, gave a presentation covering mainly the policies and measures in the area of sustainable urban transport topics, which were already introduced in Krakow by 2015. Next, working groups session started. Each of the 3 groups had to test a KonSULT tool (using provided laptops), trying to generate list of potential measures in Krakow, in 3 different aspects:

- **WG #1:** Objectives
- **WG #2:** Problems
- **WG #3:** Indicators

Besides just being familiarised with KonSULT and having possibility to work with the tool on real case study for Krakow, students also tried to find answers for the following questions:

- Do any of the generated actions have already been implemented in Krakow? If so, to what extent?
- Do any of the generated actions have not been implemented, but planned to be realised? If so, to what extent?
- Please list the activities that are not expected to implement, but their implementation should be taken into consideration.
- Does the list include actions to be implemented in Krakow which are not possible at the current state?

Each of the group presented their results and answers to above mentioned questions in a joint session.

Mr Marek Bauer from PK, gave a presentation about practical aspects of *Monitoring and evaluation in planning of transport systems – mainly basing on some real research and analysis in public transport investments*, focusing on:

- Evaluation activities must meet the expectations of users of the transport system;
- The desired action usually targets to satisfy the largest number of people - not a compromise at all costs;
- We need an objective method of diverse activities affecting the mobility (both soft infrastructural);
- The planned extension of existing assessment methods - taking into account pedestrian and bicycle traffic;
- Evaluation is an extremely important step in the planning - not everything can be “repaired”.

Next, Mr Marek Bauer moderated a working group session to find the most appropriate monitoring and evaluation indicators for different investments in transport system, for each of individual groups:

- **WG #1:** Pedestrians;
- **WG #2:** Cyclists;
- **WG #3:** Passengers of public transport;
- **WG #4:** Drivers and passengers of cars.







*Figure 17: CH4 University in Krakow - lectures, workshops and handing of Statement of Accomplishment*

**VENUE: Gallery "GIL", Krakow University of Technology, ul.Warszawska 24****Day 1. July 2, 2015**

Time frame	Task	Lecturer
8:30 – 9:00	Registration	
9:00 – 9:30	Opening words. SUMP in general and difference to classical mobility planning. The CH4 project.	Susanne Boehler-Baedeker/ Rupprecht Consult
<b>CHALLENGE 1: PARTICIPATION</b>		
9:30 – 10:00	Introductory lecture on CH4ALLENGE 1 <i>Citizen and Stakeholder Involvement A Precondition for Sustainable Urban Mobility</i>	Susanne Boehler-Baedeker/ Rupprecht Consult
10:00 – 10:45	Lecture on CH1 applied on the case study: TBC from Krakow	Tomasz Kulpa/Krakow University of Technology
10:45 – 11:00	Coffee break	
11:00 – 12:00	Working groups working on the case study applying CH 1	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
12:00 – 12:30	Discussions of the results	
12:30 – 13:30	Lunch	
<b>CHALLENGE 2: INSTITUTIONAL COOPERATION</b>		
13:30 – 14:00	Introductory lecture on CH4ALLENGE 2 <i>Creating a functional institutional partnership for SUMP</i>	Ivo Cré / POLIS
14:00 – 14:30	Lecture on CH2 applied on the case study: TBC from Krakow	Jan Friedberg
14:30 – 14:45	Coffee break	
14:45 – 15:45	Working groups working on the case study applying CH 2	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15:45 – 16:15	Discussions of the results of working groups	
16:15 – 16:30	Wrap up day 1 / End of Day 1	Tomasz Zwolinski / City of Krakow

**Day 2. July 3, 2015**

Time frame	Task	Lecturer
8:30 – 9:00	Registration	
<b>CHALLENGE 3: MEASURE SELECTION</b>		
9:00 – 9:30	Introductory lecture on CH4ALLENGE 3 <i>Option Generation: Identifying the most effective measures and packages</i>	Attila Gonczi / PUT
9:30 – 10:15	Lecture on CH3 applied on the case study: TBC from Krakow	Katarzyna Nosal/Krakow University of Technology
10:15 – 10:30	Coffee break	
10:30 – 11:30	Working groups working on the case study applying CH 3	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
11:30 – 12:00	Discussions of the results of working groups	
12:00 – 13:00	Lunch	
<b>CHALLENGE 4: MONITORING AND EVALUATION</b>		
13:00 – 13:30	Introductory lecture on CH4ALLENGE 4 <i>SUMP Monitoring and Evaluation</i>	Mojca Balant / UIRS
13:30 – 14:00	Lecture on CH4 applied on the case study: TBC from Krakow	Andrzej Szarata and Marek Bauer/Krakow University of Technology
14:00 – 15:00	Working groups working on the case study applying CH 4	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15:00 – 15:30	Discussions of the results of working groups	
<b>CONCLUSIONS</b>		
15:30 – 16:00	<i>The SUMP cycle and the role of the four main challenges in developing an SUMP</i>	Susanne Boehler-Baedeker/ Rupprecht Consult
16:00 – 16:30	SUMP in Krakow	Tomasz Zwolinski / City of Krakow
16:30 – 17:00	Ending the summer school. Conclusions. Closing ceremony, diploma ceremony	City of Krakow / Rupprecht Consult

Figure 18: Krakow CH4 University agenda

## 2.6.4 CH4ALLENGE University in Zagreb

### ***Concept, dissemination and agenda***

The CH4ALLENGE University took place on the 28th and 29th October at the Faculty of Transport and Traffic Sciences in Zagreb.

A number of **35** students attended both days of the CH4 University. The event was chaired by the City of Zagreb team.

**The first day** started with a presentation that introduced the CH4ALLENGE project and the SUMP concept, lectured by project coordinator Miriam Lindenau from Rupprecht Consult.

Two of the four Challenges developed by the project were introduced and discussed upon within the first day lectures:

- Participation – lecture presented by Miriam Lindenau from Rupprecht Consult and
- Institutional Cooperation - lecture presented by Ivo Cré from Polis.

Stjepan Kelčec – Suhovec from City of Zagreb had a presentation about *Intermodal terminal Sava – North*.

After this presentation, students were involved in a workshop focusing on the area they previously chose and which was related to Challenge 1: Participation.

Ana Magdić had a presentation about *Institutional cooperation applied on the Zagreb case study*. The lecture was followed by a workshop for students, moderated by Attila Gönczi from PUT.

Each of the group presented their results and answers in a joint session.

During **the second day**, the other two Challenges comprised in the project were introduced according to the planned structure:

- Measure selection – lecture presented by Attila Gonczi from Polytechnics University of Timișoara and
- Monitoring and Evaluation - lecture presented by Mojca Balant from UIRS.

Marko Slavulj from the Faculty of Transport and Traffic Science delivered a presentation about *Measure selection on Zagreb Case study* and also presenting the result from a Study Analysis of the current situation on the mobility in the City of Zagreb followed by the students' workshop.

Matija Vugerhad presented the applied case study of Challenge 4: Monitoring and Evaluation from *Zagreb Case study*. The lecture was followed by the students' workshop moderated by Attila Gönczi.

After two days of lectures and workshops, the CH4ALLENGE University ended with final conclusions moderated by Attila Gönczi and Ana Magdić and Matija Vuger from the City of Zagreb. Students received Certificates of Accomplishment for their participation and active involvement.

### **Description of the Workshop Tasks**

The Working Groups (WG) involved in the workshops solved different tasks related to Mobility Planning for the University Campus Borongaj and for Zagreb City Centre.

The Working Groups coordinated by experts focused on specific measures and discuss the solutions related to the four challenges of SUMPs (Participation, Institutional Cooperation, Measure selection, Monitoring & Evaluation) identified within the CH4LLENGE project.

Four separated workshops were organised during the two days of the CH4 University. Each WG developed its own recommendations during the one hour workshop. One person from each group explained the ideas and solutions during a common session. A comparative discussion took place at the end of the presentations coordinated by the CH4 and local experts.

The measures distributed to the four Working Groups were:

- **WG #1:** Cycling in the City Centre;
- **WG #2:** Congestion charging for the City Centre;
- **WG #3:** Extension of pedestrian zone;
- **WG #4:** Development of mobility plan for the University Campus Borongaj.

#### 1. Participation

- Why is important to engage public in the process of SUMP?
- Which group of public is important to address for development of Measures for City Center/ University Campus Borongaj?
- When do you think is important to communicate with public and what you want to communicate?
- Which method you would use?
- Do you think that is important to make other surveys? On what subject?
- What are the benefits of public engagement?

#### 2. Institutional Cooperation

- Which Institution you would involve in development of Measures for City Center/ University Campus Borongaj?
- Which are the methods how to find out their request?
- What are the benefits of institutional cooperation?
- Each WG have to develop its own decision making concept.

#### 3. Measure Selection

- How to choose or detected proper measures for City Center/ University Campus Borongaj?
- How to proceed in process of development of Measures for City Center/ University Campus Borongaj?
- How to set up the goals we want achieve through Mobility Plans?
- Which are the tools for the analysis of the area?

#### 4. Evaluation and monitoring

- What are the benefits of the evaluation of the realised measures?
- Which methods can be used for evaluation and monitoring?
- What will be the most important indicators of the M&E process?
- What would be the methodology of the measurement and surveys?
- How frequently should measures and surveys be done?





Figure 19: Graphic material for the working group WG #1,2,3

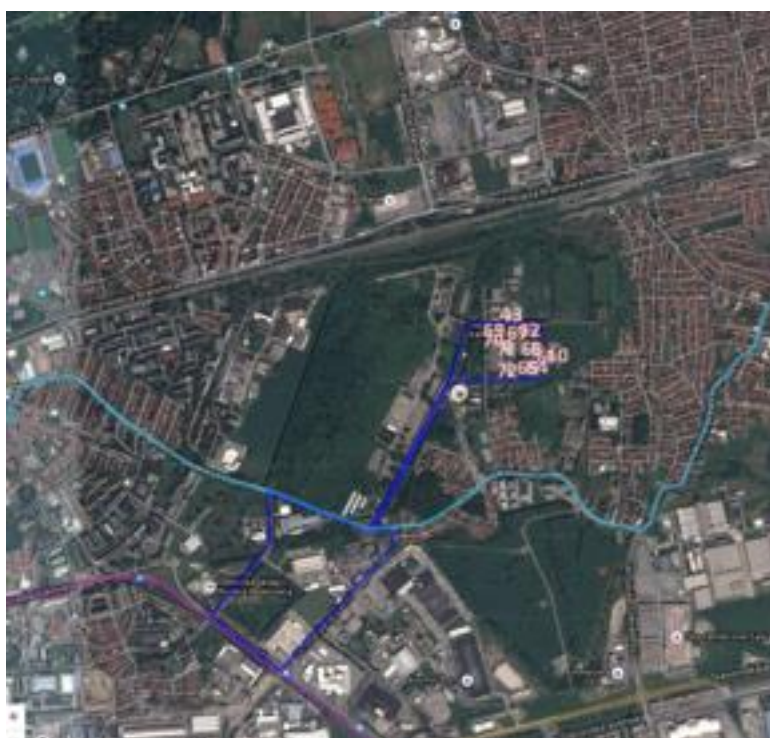


Figure 20: Graphic material for the working group WG #4

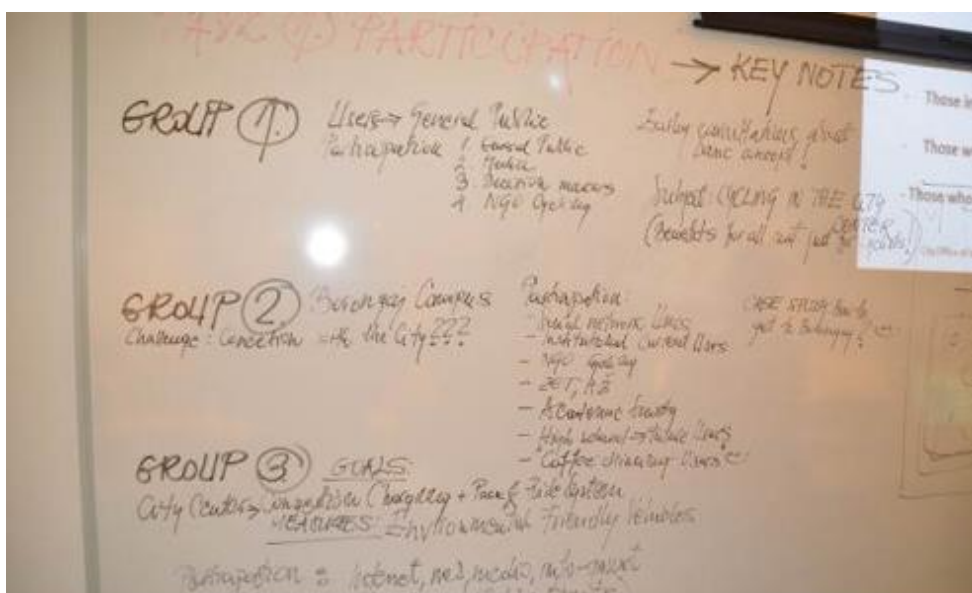






Figure 21: CH4 University in Zagreb - lectures and workshops

**VENUE: Borongaj Campus "Znanstveno-učilišni kampus Borongaj" Dvorana 1, Objekt 69**
<http://borongaj.unizg.hr/kako-doci-do-kampus/>
**Day 1. October 28, 2015**

Time frame	Task	Lecturer
8:30 – 9:00	Registration	
9:00 – 9:30	Opening words. SUMP in general and difference to classical mobility planning. The CH4 project.	Miriam Lindenau / Rupprecht Consult
<b>CHALLENGE 1: PARTICIPATION</b>		
9:30 - 10:00	Introductory lecture on CH4LLENGE 1 <i>Citizen and Stakeholder Involvement A Precondition for Sustainable Urban Mobility</i>	Miriam Lindenau / Rupprecht Consult
10:00 - 10:45	Lecture on CH1 applied on the case study: Citizens and Stakeholders Involvement-Case-Intermodal Passenger terminal Sava-North, Zagreb	Mr. Stjepan Kelčec Suhovec, City of Zagreb, City Office for Strategic Planning and Development of the City
10:45 - 11:00	<b>Coffee break</b>	
11:00 - 12:00	Working groups working on the case study applying CH 1	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
12:00 - 12:30	Discussions of the results	
12:30 - 13:30	<b>Lunch</b>	
<b>CHALLENGE 2: INSTITUTIONAL COOPERATION</b>		
13:30 - 14:00	Introductory lecture on CH4LLENGE 2 <i>Creating a functional institutional partnership for SUMPs</i>	Ivo Cré / POLIS
14:00 - 14:30	Lecture on CH2 applied on the case study: TBC from Zagreb	Ana Magdić / City of Zagreb
14:30 - 14:45	<b>Coffee break</b>	
14:45 - 15:45	Working groups working on the case study applying CH 2	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15:45 - 16:15	Discussions of the results of working groups	
16:15 - 16:30	Wrap up day 1 / End of Day 1	Ana Magdić / Matija Vuger / City of Zagreb



<b>Day 2. October 29, 2015</b>		
<b>Time frame</b>	<b>Task</b>	<b>Lecturer</b>
8:30 - 9:00	Registration	
<b>CHALLENGE 3: MEASURE SELECTION</b>		
9:00 - 9:30	Introductory lecture on CH4LLENGE 3 <i>Option Generation: Identifying the most effective measures and packages</i>	Attila Gonczi / PUT
9:30 - 10:15	Lecture on CH3 applied on the case study: TBC from Zagreb	Marko Slavulj/Faculty of Transport and Traffic Science
10:15 - 10:30	<b>Coffee break</b>	
10:30 - 11:30	Working groups working on the case study applying CH 3	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
11:30 - 12:00	Discussions of the results of working groups	
12:00 - 13:00	<b>Lunch</b>	
<b>CHALLENGE 4: MONITORING AND EVALUATION</b>		
13:00 - 13:30	Introductory lecture on CH4LLENGE 4 <i>SUMP Monitoring and Evaluation</i>	Mojca Balant / UIRS
13.30 - 14.00	Lecture on CH4 applied on the case study:TBC from Zagreb	Matija Vuger-City of Zagreb
14.00 - 15.00	Working groups working on the case study applying CH 4	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15.00 - 15.30	Discussions of the results of working groups	
<b>CONCLUSIONS</b>		
15:30 - 16:00	<i>The SUMP cycle and the role of the four main challenges in developing an SUMP</i>	Attila Gonczi / PUT
16.00 - 16.30	SUMP in Zagreb	Ana Magdić / Matija Vuger / City of Zagreb
16.30 - 17.00	Ending the summer school. Conclusions. Closing ceremony, diploma ceremony	City of Zagreb / Rupprecht Consult

Figure 22: CH4 University in Zagreb - agenda

## 2.6.5 CH4ALLENGE University in Timișoara

### *Concept, dissemination and agenda*

The CH4ALLENGE University took place in Timișoara on the 5<sup>th</sup> and 6<sup>th</sup> of November 2015 at the INCUBOXX Building (which is a business incubator for start-up companies, owned by the City of Timișoara). The event was promoted using different channels mainly on the info boards of the two interested Universities (Polytechnics University of Timișoara and the West University of Timișoara) and the Home page of CH4ALLENGE. Some personal contacts took place, where CH4ALLENGE University was presented to the students of Transportation Engineering, Architecture and Urban Development and Geography and Spatial Development.

A number of **73** students registered before or during the course, **64** of them attended at least one day and **39** attended both days of the CH4 University in Timișoara. Most of them were students of Transportation Engineering (partly from BSc studies in their last year of study, and partly students at the master program Advanced Techniques in Road Transportation). Also students and even young professionals from the Faculty of Architecture or Geography and spatial development attended the event.

**The first day** started with a presentation that introduced the CH4ALLENGE project and the SUMP concept, lectured by project coordinator Susanne Böhler-Baedeker from Rupprecht Consult.

Two of the four Challenges developed by the project were introduced and discussed upon within the first day lectures:

- Participation – lecture presented by Susanne Böhler-Baedeker from Rupprecht Consult and
- Institutional Cooperation - lecture presented by Thomas Mourey from Polis.

The two presentations followed the above structure presented in Chapter 2.4.

As a local lecturer, Mr Flavius Sebastian Ignea, working for ARUP in developing the SUMP for the Timișoara Growth Pole, presented a case study about the survey implemented using Facebook and the local media (about 1.000 respondents to the questionnaire in only two weeks) related to the opinion of the cyclists in Timișoara about the network of cycle paths and lanes to be implemented. This presentation was related to Challenge 1: Participation.

Mrs Violeta Mihalache from the City of Timișoara presented the problems encountered during the institutional cooperation process related to the development of the SUMP and other mobility related projects in Timișoara. She presented facts related to how difficult it was to try to organise a round-table with the interested institutions and stakeholders in order to develop the SUMP.

During **the second day**, the other two Challenges comprised in the project were introduced according to the planned structure:

- Measure selection – lecture presented by Attila Gönczi from Polytechnics University of Timișoara (PUT) and
- Monitoring and Evaluation – lecture presented by Thomas Mourey from Polis.

The two Challenges and the CH4 lecturers were backed up by three other presentations. First it was a short lecture, which was introduced in the last-minute regarding a new initiative, the so-called Tram-train, by the former chief architect and retired professor of architecture and urban development, Dr. Radu Radoslav. The next presentation was held by Attila Gönczi as an applied study for Challenge 4: Measure Selection process in the development of the SUMP in Timișoara.

After the CH4 lecture about Monitoring and evaluation, Mrs Loredana Sibian from the City of Timișoara presented the way the experts of the City Hall developed the local monitoring and evaluation plan of the city in the framework of the CH4LLENGE project.

On both days, after each group of presentations, both from CH4 lecturer and the local lecturer, **Working Groups** plenary sessions were organized with tasks related to the applied case studies earlier described and implemented in Timișoara. During the two days, students had to answer to a set of questions related to case studies previously presented.

The participants were organized in three working groups in a manner in which every working group had a mixed professional composition, i.e. every group had at least one or two geographer and one or two architect and urban developer. The groups were supervised and helped by experts from the city of Timișoara and PUT.

The case studies for the workshops were related to two main subjects:

1. The way the old city center (that will be a pedestrian zone) will be accessed by cyclist. Is it feasible to let the cyclist entering in the pedestrian zone? Is it necessary to define and build cycle paths or lanes in the old city center?
2. A bike-sharing system was set up in Timișoara (Velo-TM) which is closely connected to the public transport. Actually its stations are located only at PT stops. It is already planned to have it also implemented in the stops of the vaporetto system, which is a public transport system of small ships on the Bega channel. Is it necessary to develop the network further? If yes, where. Is it an alternative to public transport or is it a para-transit? Is it suitable for the tourists visiting Timișoara?

For CH4LLENGE 1 (Citizen and stakeholder involvement) a public meeting was modelled in a role-play, in which different groups of citizens and stakeholders were played by the students who had to sustain interests of their group and to try to find a common denominator in giving answers and raising new questions about the subjects. The groups of citizens were: young people (mainly students), young families with small children, car users, retired citizens, environmentalists, small business owners, pedestrians and cyclists associations representatives.

After the presentation about Challenge 2: Institutional cooperation another role-play took place, this time the students had to play different institutions involved in the development of mobility plans, with special attention to the above mentioned two subjects. The institutions were: the Mayor's Office, the Transport Department of the city, the local Public Transport Company, another Public Transport company involved in regional transport, the Environmental Authority, the Public Health Agency, the Police and the mayor of a smaller community in the metropolitan area of the city.

For the Challenge 3: Measure selection first, a brainstorming related to different measures which could be suitable to be implemented in the city centre (not only the pedestrian zone) was organised, related to the two subjects presented above, but not only to these. After this first step, the proposed solutions were compared to those proposed by KonSULT using different ways of using the knowledgebase.

Finally, for the Challenge 4: Monitoring and evaluation, the working groups had to select a list of maximum 5 measures based on their prior work for Challenge 3 and to develop a list of parameters to be monitored and used for the evaluation of the implementation of the measures. They had to consider the existence in Timișoara of the ticketing system and of the fleet management system in

the local public transport and the implementation of a traffic management system in the near future, as a possible source of monitoring data.

At the end of the two days of lectures and workshops, the CH4LLENGE University in Timișoara ended with final conclusions presented by Attila Gönczi and Thomas Mourey. Students received Statements of Accomplishment for their participation and active involvement.







Figure 23: CH4 University in Timișoara - lectures and workshops



## Agenda

VENUE: INCUBOXX, Calea Circumvalațiunii nr. 2-4, Timișoara

### Day 1. November 5, 2015

Time frame	Task	Lecturer
8:30 – 9:00	Registration	
9:00 – 9:30	Opening words. SUMP in general and difference to classical mobility planning. The CH4 project.	Susanne Boehler-Baedeke / Rupprecht Consult
<b>CHALLENGE 1: PARTICIPATION</b>		
9:30 - 10:00	Introductory lecture on CH4LLENGE 1 <i>Citizen and Stakeholder Involvement A Precondition for Sustainable Urban Mobility</i>	Susanne Boehler-Baedeke / Rupprecht Consult
10:00 - 10:45	Lecture on CH1 applied on the case study: TBC from Timișoara	Flavius Ignea/Arup
10:45 - 11:00	<b>Coffee break</b>	
11:00 - 12:00	Working groups working on the case study applying CH 1	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
12:00 - 12:30	Discussions of the results	
12:30 - 13:30	<b>Lunch</b>	
<b>CHALLENGE 2: INSTITUTIONAL COOPERATION</b>		
13:30 - 14:00	Introductory lecture on CH4LLENGE 2 <i>Creating a functional institutional partnership for SUMP</i>	Thomas Mourey / POLIS
14:00 - 14:30	Lecture on CH2 applied on the case study: TBC from Timișoara	Violeta Mihalache/Timisoara, City Hall
14:30 - 14:45	<b>Coffee break</b>	
14:45 - 15:45	Working groups working on the case study applying CH 2	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15:45 - 16:15	Discussions of the results of working groups	
16:15 - 16:30	Wrap up day 1 / End of Day 1	Violeta Mihalache, Loredana Sibian / City of Timișoara

### Day 2. November 6, 2015

Time frame	Task	Lecturer
8:30 - 9:00	Registration	
<b>CHALLENGE 3: MEASURE SELECTION</b>		
9:00 - 9:30	Introductory lecture on CH4LLENGE 3 <i>Option Generation: Identifying the most effective measures and packages</i>	Attila Gonczi / PUT
9:30 - 10:15	Lecture on CH3 applied on the case study: TBC from Timișoara	Attila Gonczi / PUT
10:15 - 10:30	<b>Coffee break</b>	
10:30 - 11:30	Working groups working on the case study applying CH 3	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
11:30 - 12:00	Discussions of the results of working groups	
12:00 - 13:00	<b>Lunch</b>	
<b>CHALLENGE 4: MONITORING AND EVALUATION</b>		
13:00 - 13:30	Introductory lecture on CH4LLENGE 4 <i>SUMP Monitoring and Evaluation</i>	Susanne Boehler-Baedeke / Rupprecht Consult
13.30 - 14.00	Lecture on CH4 applied on the case study:TBC fromTimișoara	Loredana Sibian/Timisoara, City Hall
14.00 - 15.00	Working groups working on the case study applying CH 4	Participants, local and CH4 experts Moderator: Attila Gonczi / PUT
15.00 - 15.30	Discussions of the results of working groups	
<b>CONCLUSIONS</b>		
15:30 - 16:00	<i>The SUMP cycle and the role of the four main challenges in developing an SUMP</i>	Susanne Boehler-Baedeke / Rupprecht Consult
16.00 - 16.30	SUMP in Timișoara	City of Timișoara
16.30 - 17.00	Ending the summer school. Conclusions. Closing ceremony, diploma ceremony	City of Timișoara / PUT

Figure 24: CH4 University in Timișoara - agenda

### 3 Feedback and conclusions

#### 3.1 Participants feedback

In general, participants of the first two workshops in **Brno and Budapest** were less satisfied with the workshop than participants in workshops taking place later on, e.g. Krakow, Zagreb and Timișoara, especially in what concerns organisation and presentations. This leads us to think that the project partners have improved their lectures with every CH4 University.

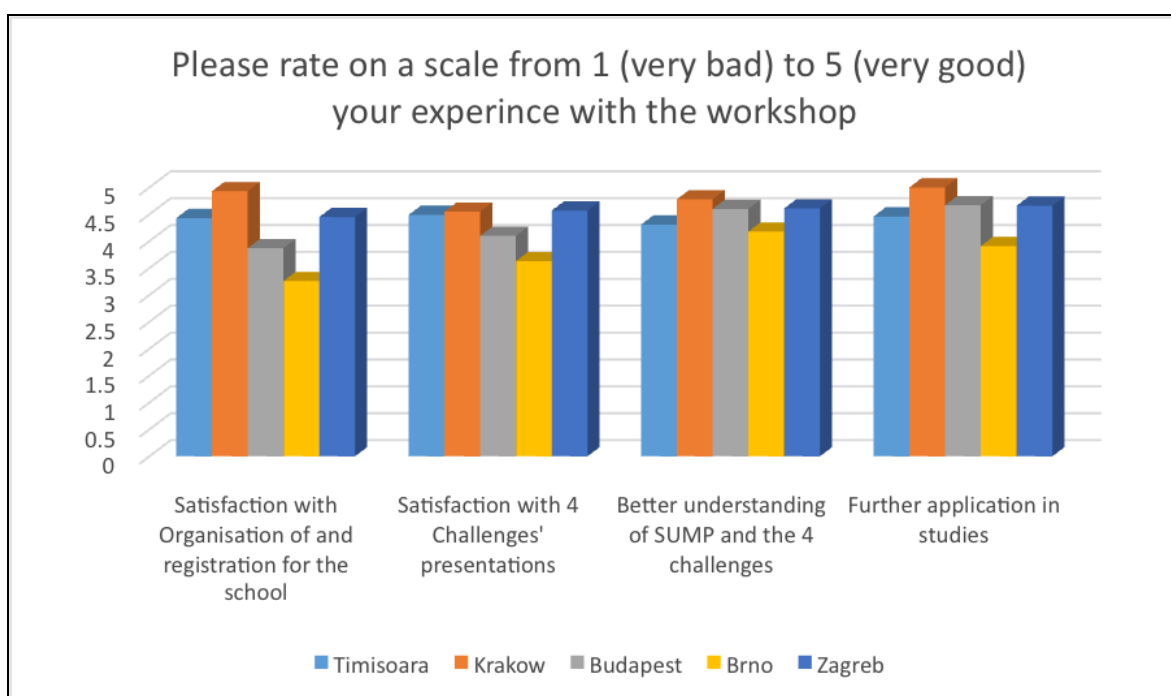


Figure 25: CH4 University evaluation table regarding workshop experience

Note: Values have been obtained by calculating the average mean of all answers by all participants. Where a participant did not give an answer to the question, it has not been counted in.

### Usefulness of presentations for study

Students in Budapest Summer School liked the most the presentations on three of the four main Challenges: Institutional Cooperation, Measure Selection and Monitoring and Evaluation, as well as the general presentation on the “SUMP cycle and the Four Main Challenges”.

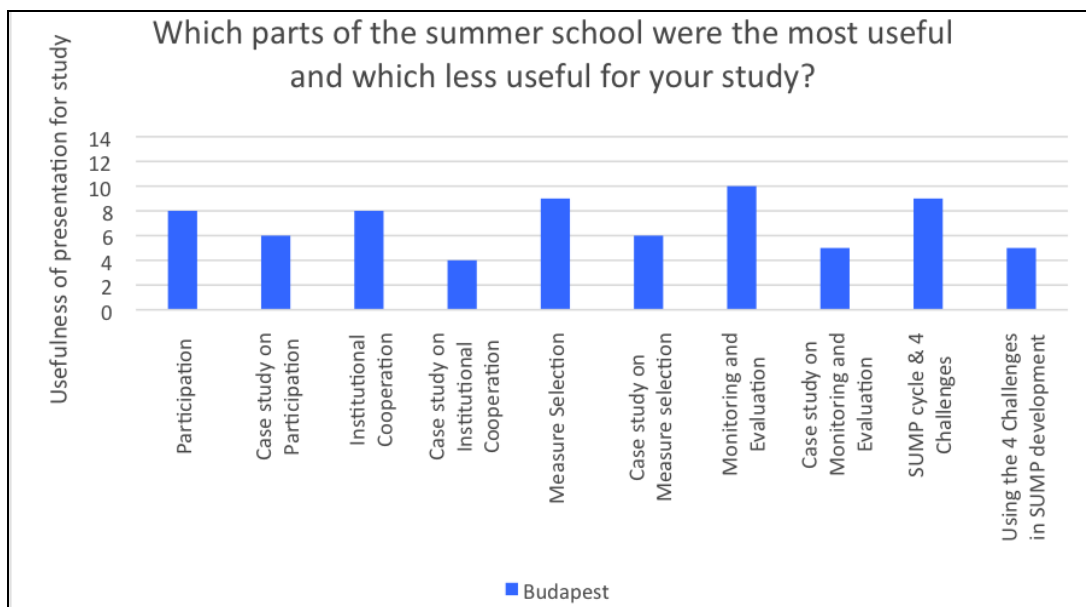


Figure 26: CH4 University evaluation table regarding usefulness of presentations for study - CH4 University of Budapest

Students participating in Brno summer school found the most useful the presentation on “Participation”, followed by the presentation on “SUMP cycle and the Four Main Challenges” and the “Case study on applying the SUMP Challenges”. Less interesting to them were the presentations on “Measure Selection” and “Monitoring and Evaluation”.

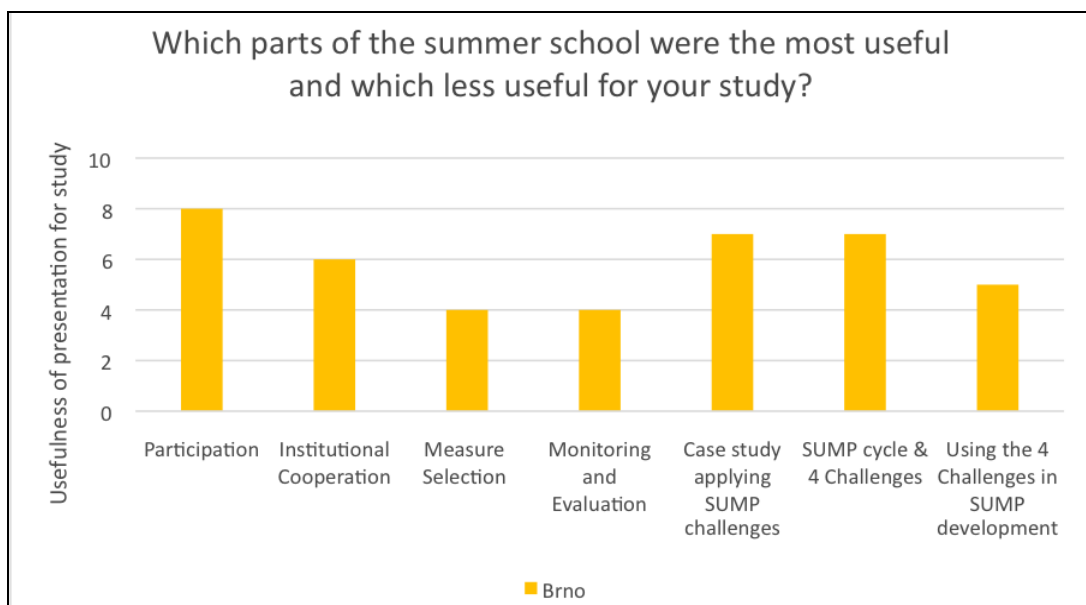


Figure 27: CH4 University evaluation table regarding usefulness of presentations for study - CH4 University of Brno

In Krakow summer school, students had a clear preference toward the “Case study on Applying Participation” and the “Case study on Applying Measure Selection”, which were identified by the biggest number of participants as “Most useful”.

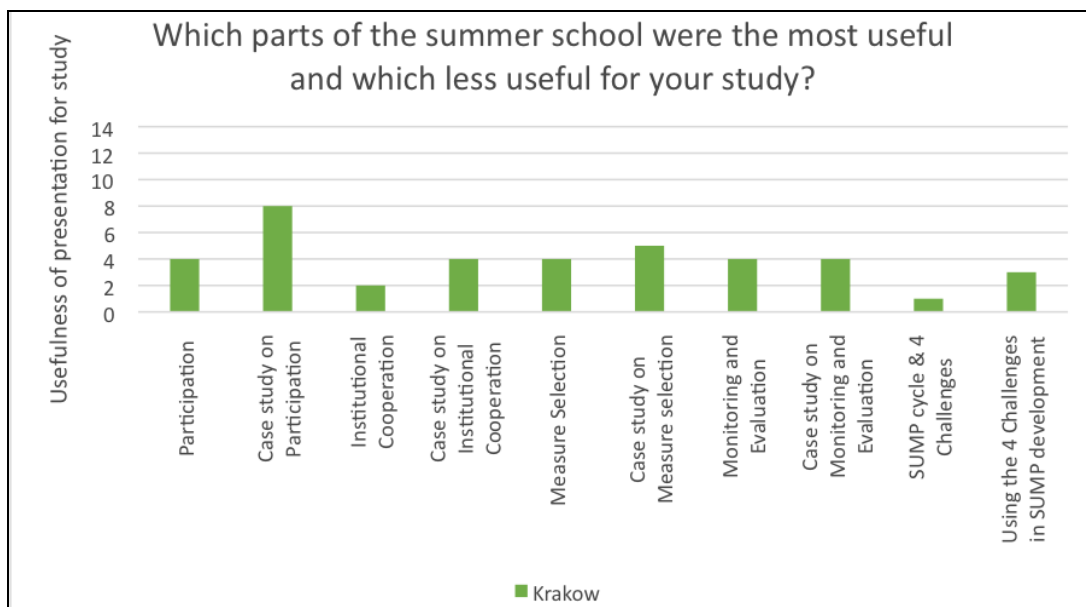


Figure 28: CH4 University evaluation table regarding usefulness of presentations for study - CH4 Univeristy of Krakow

In Zagreb, participants seem to be very satisfied with the summer school with presentations, such as the one on “Using the 4 Challenges in SUMP development” and the “Case study on Measure Selection” being identified by all participants as “most useful”. Equally well scored the other case studies, which almost everyone marked as being “most useful”.

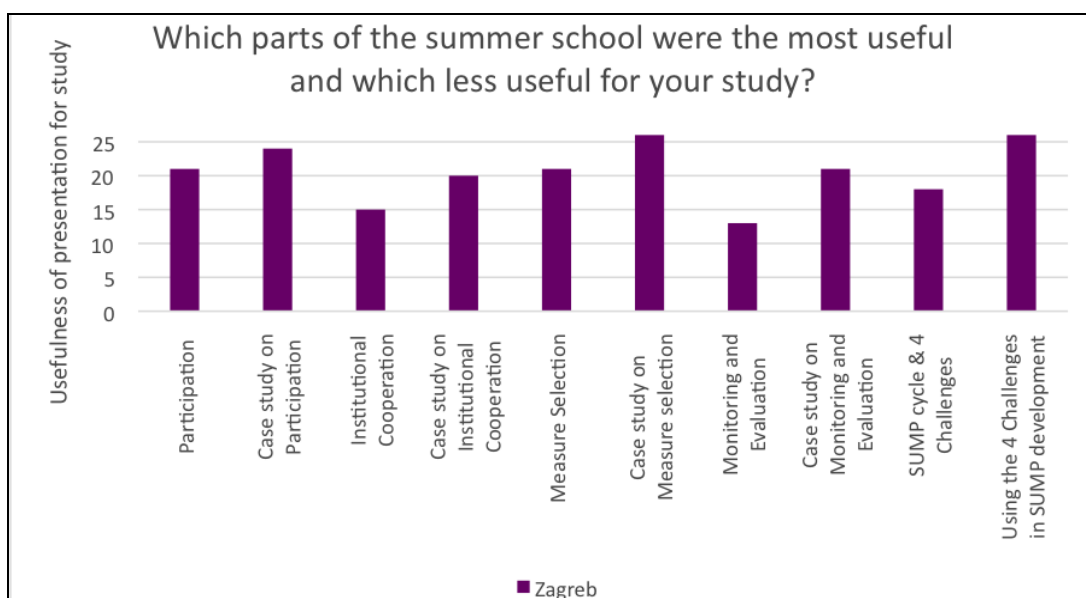


Figure 29: CH4 University evaluation table regarding usefulness of presentations for study - CH4 Univeristy of Zagreb

Students in Timișoara summer school have equally appreciated all presentations and case studies with a slight preference towards the presentations on “Measure Selection” and the “SUMP Cycle and the Four Main Challenges”.

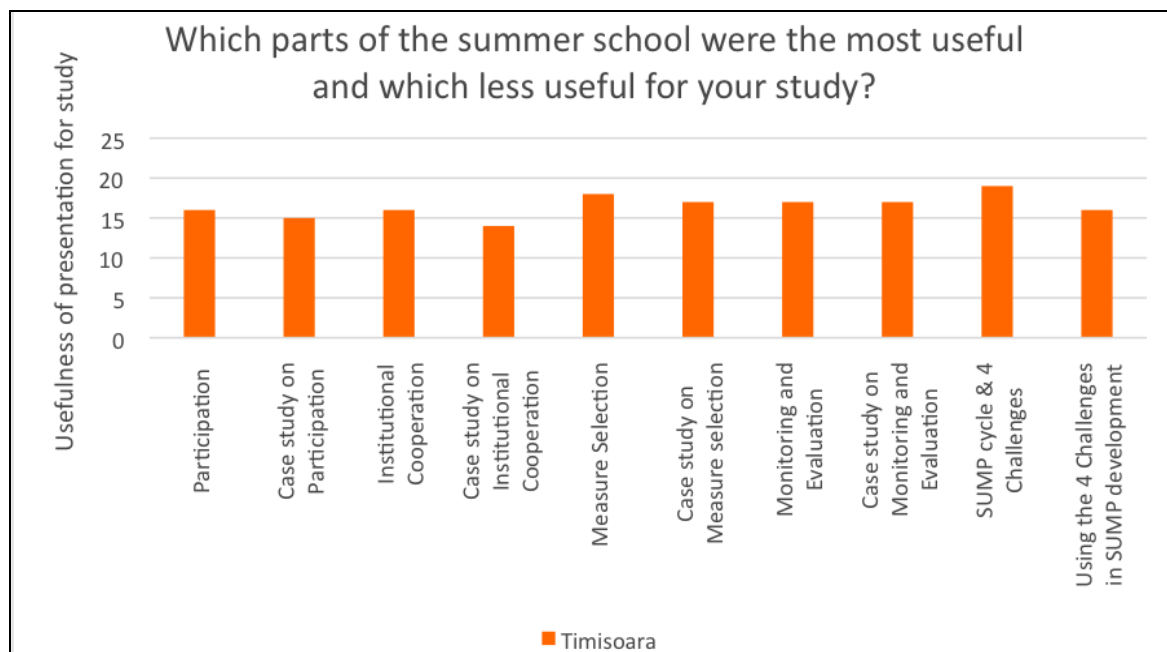


Figure 30: CH4 University evaluation table regarding usefulness of presentations for study - CH4 University of Timișoara

Note: Values have been obtained by counting the number of participants, who marked the respective presentation/case study as “most useful”. Where a presentation has been marked as “less useful” or no choice was made between “most useful” and “less useful”, the answer was counted as 0.

**Conclusions for all summer schools:** Overall, students seem to have appreciated the most the presentation on “SUMP cycle and the Four Main Challenges”, as well as the related “Case study on applying the SUMP Challenges”. Less interesting to them were the presentations on “Measure Selection” and “Monitoring and Evaluation”. A possible interpretation of this outcome is that students might not have been familiar with the concept of SUMP before the summer school. Thus, they found easier to understand and more interesting the presentations laying the foundations, whereas the more complex challenges “Measure Selection” and “Monitoring and Evaluation” were more difficult for them to grasp.



### 3.2 Lecturers feedback

“I had the opportunity to follow the entire CH4ALLENGE University in Timișoara in early November 2015 where I gave a presentation on Institutional Cooperation. I found it particularly interesting as – on the one hand – I had the feeling that for students and young professionals, CH4ALLENGE presentations cast a new light on the topic of sustainable urban mobility planning thanks to new theoretical models and presentations of good European cases. On the other hand, it was an opportunity for the CH4ALLENGE project to transmit its knowledge to a relatively large audience already familiar with the issues presented and willing to learn. The format of the CH4ALLENGE University which allowed exchange with the audience and application of the theory to local examples was highly adapted to the audience and was fruitful since participants remained active and interested throughout the whole event.”

**Thomas Mourey, Polis**

“All in all it was very nice to see engaged young experts actively participating and presenting arguments for their work. It seemed that they were genuinely interested in lectured topics. Including foreign and local experts into the CH4 Universities gave the events a wider and more valuable context. Also to present and work on local mobility issues / situation was a good idea since the participants could familiarize themselves with the cases. There was just one weakness of this as I saw it – it seemed that sometimes students already had clear ideas about measures that they think would solve best the situation in question. Therefore too much stress was put on actual measures in group work – in future more stress on the processes behind would be beneficial in this kind of situations: on different activities and actions that need to be taken before the selection of the measure(s) - to stress that decision for a certain measure should be the result of those and not the starting point of planning process; a thorough discussion on possible alternative measures – their pros and cons. It was also a good idea that in some Universities students were working all the time on the same case study / measure(s) and have therefore developed a complex exercise by the end of the programme.

At the end of the University in Zagreb Mrs. Magdić made a very good illustration of the whole process of SUMP planning in context of CH4 challenges in a condensed diagram. She pulled together all the topics and explained which CH4 challenges are relevant in which stages of SUMP planning and why are they important. It was a good wrap up of the sessions.

Regarding the presentations I would say that the introductory / theoretical ones that were presented at the beginning of each module by CH4 partners were sometimes too long and I would suggest to make a note to future lecturers to break them down a bit by including more real case examples (at least this goes for the M&E presentation which was already altered a bit during the process). Also more attention should be put on the presentations of the local experts since in some cases they did not present a local situation / case but have repeated the theoretical part.”

**Mojca Balant, UIRS**

“The CH4ALLENGE Universities in my opinion were very interesting and challenging in the same time. Planning is a complex and often, very abstract process and for many of the students sometimes is somehow difficult to understand (I am teaching planning at PUT). Sustainable urban mobility planning is even more challenging because it is open process, in which we have to attract new actors, which normally are not part of the planning. As a lecturer about measure selection I have observed that the participants were very interested in using KonSULT as a structured knowledge-base which

can help them finding the right solutions to given problems based on empirical results rather than simply professional judgement or “guesstimates”. “

**Attila Gonczi, PUT**

### **3.3 Final conclusions and evolution of CH4 University from one edition to the next**

#### **Overall impression**

During the first CH4ALLENGE Universities the number of participants did not reach the initial expectations. Nevertheless the high quality programme was very well implemented. The four Challenges and the four case studies related to them were exceedingly helpful to the students who will become the future Sustainable Urban Mobility Planners.

During the plenary sessions, students participating to various Working Groups were not always very active, therefore pointing out and asking for specified answers from the attendees was a truly helpful method.

The benefit of learning from others by employing a method that's been previously tested and proved successful increases the chances to accomplish the goals and remove the guesswork from planning. Notably successful implementations of measures to overcome barriers in SUMP development throughout Europe were presented by the CH4 lecturers. Replication is of course an issue. Even when the approach of a certain case study is carefully explained, it's seldom possible to reproduce it exactly. Communities and urban areas are different in size, character, culture, and other ways, and all of that affects the operation of the measure implementation technique.

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