



2020
CiViTAS
Cleaner and better transport in cities

SATELLITE



D2.14 Overview of long-term impact of CIVITAS measures in previously funded CIVITAS cities

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Abstract

This deliverable provides an analysis of the online survey “Long-term assessment in cities of previously-funded CIVITAS projects”, which was distributed to 64 cities that participated as demonstration cities in the CIVITAS programme up to now. The report gives an overview of the level of influence of the cities’ involvement in CIVITAS in conducting regular mobility monitoring, the number of still existing measures that were up-scaled and the number of still-existing measures whose impact is still being evaluated since the completion of the CIVITAS project.

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Acknowledgement

The authors would like to thank the cities which participated in this survey for taking the time to complete the questionnaire.

1 Introduction

1.1 Long-term evaluation of CIVITAS measures

The implementation of a clear framework for long-term evaluation of measures in cities is a difficult and continuing process. Changing governance structures, limited resources and strong evolutions in the global mobility situation of our cities are some of the reasons why measures are not further evaluated or why evaluation is even more difficult as during the lifetime of the project.

However, to understand the impact of CIVITAS on the mobility situation in the cities in the long term, an online survey (MS2.7) was distributed to the 64 cities that participated as demonstration cities in the CIVITAS programme up to now.

The survey focussed on the following three aspects:

- To which extent **did CIVITAS measures continue** in the city after the project lifetime?
- Did any **up-scaling** occur, i.e. was a CIVITAS measure implemented on larger scale in the city?
- Does the city conduct **any long-term evaluation of the impact** of the implemented CIVITAS measures?

In the following sections, an analysis of the replies to the survey is given, providing an overview of the status of the CIVITAS measures in the CIVITAS demonstration cities, if they were successfully up-scaled and if its impact is still being evaluated.

From the results gathered from this survey, 12 cities are selected for a more detailed analysis. The story of these cities with a focus on one of their measures will be reported in D2.15 Long-term success stories from cities funded by CIVITAS.

2 Online survey to previously funded CIVITAS demonstration cities

2.1 Response rate

The online survey was sent to 64 representatives of previously funded CIVITAS demonstration cities. The survey is available in Section 5, and was structured into four sections:

- I. General contact information
- II. Monitoring/evaluation at city level
- III. Measure assessment
- IV. General assessment

In total 21 cities responded to the survey, with varying level of completeness. This corresponds to a response rate of 33%. [Table 1](#) lists the cities which completed the survey and the CIVITAS projects they were involved in.

| | City | Country | Project |
|----|-----------------|----------------|----------------------------|
| 1 | Aachen | Germany | DYN@MO |
| 2 | Aalborg | Denmark | ARCHIMEDES |
| 3 | Berlin | Germany | TELLUS, CATALIST |
| 4 | Bologna | Italy | MIMOSA |
| 5 | Bremen | Germany | VIVALDI, CATALIST, ELIPTIC |
| 6 | Bristol | United Kingdom | VIVALDI |
| 7 | Brno | Czechia | ELAN |
| 8 | Coimbra | Portugal | MODERN |
| 9 | Funchal | Portugal | DESTINATIONS |
| 10 | Gdansk | Poland | MIMOSA |
| 11 | Gent | Belgium | ELAN |
| 12 | Gothenburg | Sweden | NOVELOG |
| 13 | Graz | Austria | TRENDSETTER |
| 14 | Krakow | Poland | CARAVEL |
| 15 | Monza | Italy | ARCHIMEDES |
| 16 | Perugia | Italy | RENAISSANCE |
| 17 | Porto | Portugal | ELAN |
| 18 | Preston | United Kingdom | SUCCESS |
| 19 | Stuttgart | Germany | 2MOVE2 |
| 20 | Utrecht | Netherlands | MIMOSA |
| 21 | Vitoria-Gasteiz | Spain | MODERN, CCCB, PARK4SUMP |

Table 1: The 21 cities which responded to the survey, and the CIVITAS projects they were involved in.

3 Analysis survey results

3.1 Monitoring/evaluation at city level

Twenty out of the 21 cities indicate that they do **regular monitoring on mobility in the city**. Only Monza (Italy) does *not* conduct any consistent evaluation since no regular surveys or counting campaigns are done throughout the city.

Different indicators are measured in different cities such as modal share, public transport indicators (e.g. characteristics vehicle fleet, number of passengers), air quality monitoring, traffic accidents and noise levels. Preston (United Kingdom) indicates its monitoring to be limited to automatic traffic counts around the city, since very little funds are available.

Figure 1 highlights the level of influence of the cities' involvement in CIVITAS in conducting **regular monitoring**.

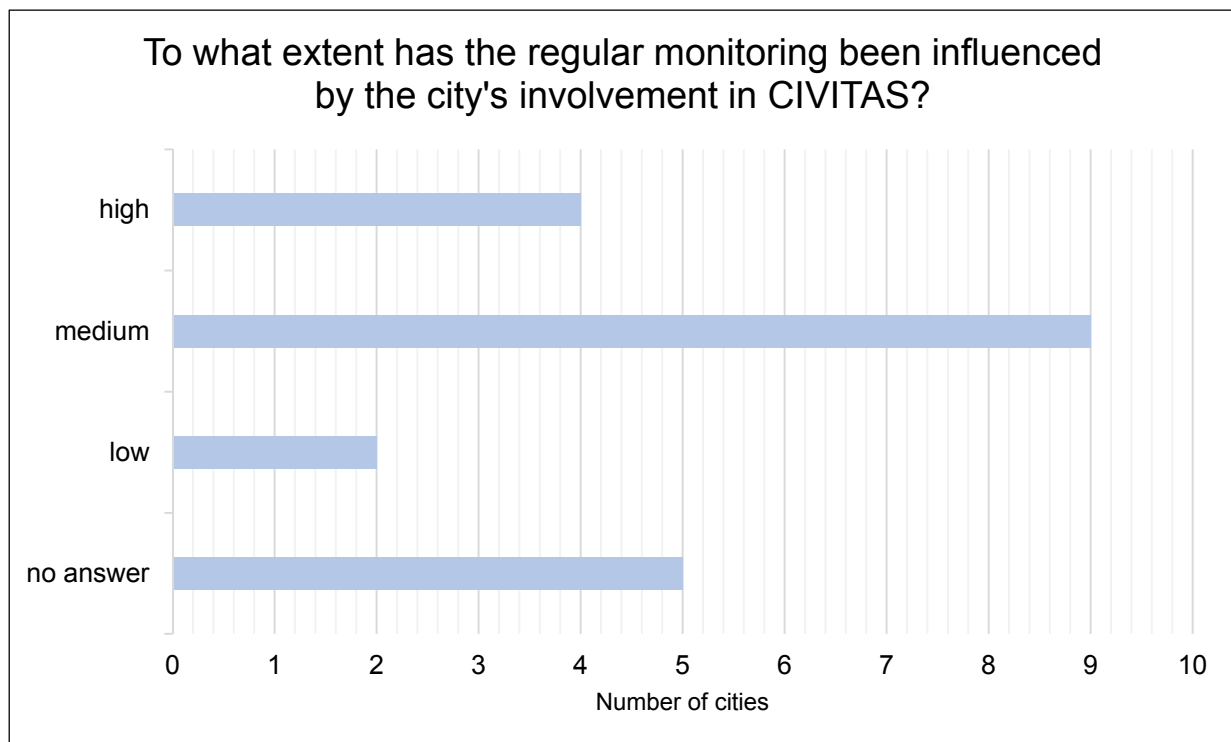


Figure 1 : The level of influence of CIVITAS in conducting regular monitor on mobility in the city.

Of the 20 cities doing regular monitoring, 15 cities gave an indication of the level of influence of CIVITAS. **Four cities (27%)** show a **high level of influence** by their involvement in the CIVITAS projects. **Nine cities (60%)** report to be **partly influenced by CIVITAS**.

Examples of the type of influence given are:

- (1) that CIVITAS involvement allowed the city to go one step further in their initial monitoring activities, or
- (2) that CIVITAS gave the opportunity to systematise the monitoring work, or
- (3) that for certain indicators the specific methodology was developed during CIVITAS and it is still being used.

Only two cities (13%) indicate that CIVITAS only slightly influenced their regular monitoring activities.

This shows an **overall positive influence of CIVITAS in providing a clear methodology** for the monitoring of mobility indicators and **creating the awareness of the importance of** doing regular monitoring of mobility at city level.

3.2 Measure assessment

3.2.1 Overall results

In the course of their CIVITAS projects, the cities implemented a large number of measures.

In the survey, the cities were asked to discuss the current status of at least 1, and up to 24 measures, which were implemented during the CIVITAS project. For each measure, the city was asked:

- (1) Does the measure **still exist**?
- (2) Did any **up-scaling** occur?
- (3) Has the city conducted any **further evaluation** of the impact of the measure since CIVITAS?

The number of measures *discussed* differs substantially per city. In summary,

- 6 cities (Aachen, Bristol, Funchal, Stuttgart, Utrecht and Vitoria-Gasteiz) discussed **1** measure
- 3 cities (Aalborg, Bremen, Graz) discussed **2** measures
- 2 cities (Brno, Perugia) discussed **3** measures
- 3 cities (Berlin, Coimbra and Krakow) discussed **4** measures
- 2 cities (Gothenburg, Porto) discussed **6** measures
- 1 city (Bologna) discussed **10** measures
- 1 city (Gdansk) discussed **11** measures
- 1 city (Preston) discussed **18** measures
- 1 city (Gent) discussed **24** measures
- 1 city (Monza) provided no details on its measures

This gives a total of 105 measures which were discussed by 20 cities (excluding Monza).

Figure 2 is a schematic of the percentage of **measures that still exist** in the respective cities, the percentage of measures that don't exist anymore, and the percentage of measures that are "other", e.g. the measure still exists but in a different format, or it was an experimental measure which resulted in a scientific paper.

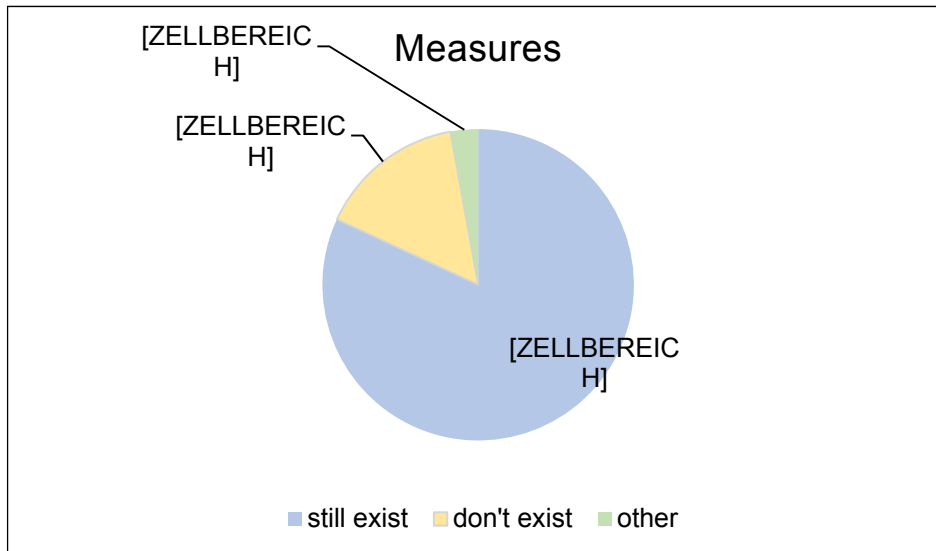


Figure 2 : Percentage of measures which still exist, don't exist anymore or "other" (see text).

Of the 105 measures discussed by the cities, **a large percentage (82%) of the measures are still in place**, 15% of the measures don't exist anymore and 3% of the measures are "other". Please note that these statistics comprise the measures the cities chose to discuss, they do not comprise all the measures initially planned or implemented in the CIVITAS projects.

In the following figure, [Figure 3](#), the results of the survey regarding the **up-scaling** of still existing measures, is visualised.

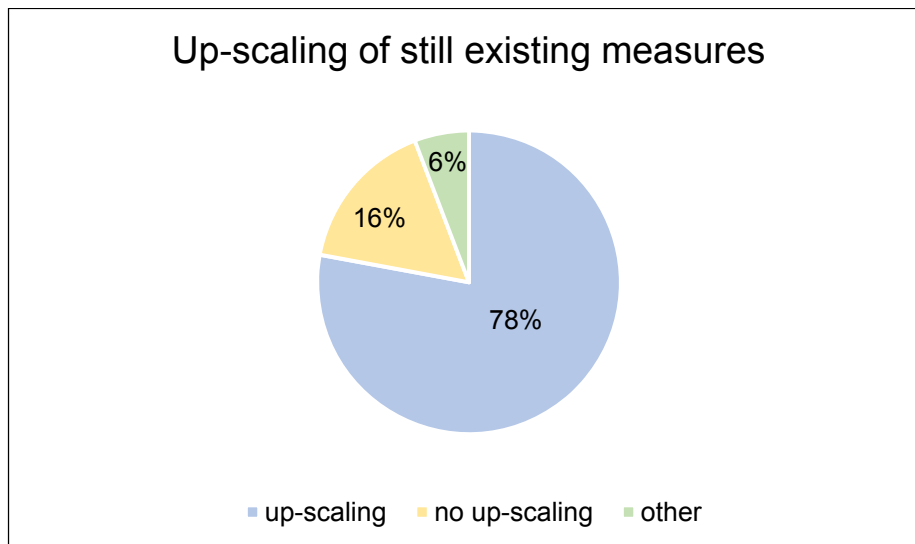


Figure 3 : Percentage of still existing measures, for which up-scaling occurred, no up-scaling or "other" (see text).

Of the 86 measures still in place, **78% were up-scaled**, i.e. the CIVITAS measure was implemented on a larger scale in the city. For 16% no up-scaling occurred and for 6% of the measures "other" was indicated, meaning that the process of up-scaling is either ongoing, that an up-scaling is planned but facing administrative and legal issues or that the measure was refurbished into a new mobility plan.

Subsequently, the cities indicated if any further **evaluation** of the impact of the still existing measure occurred since the CIVITAS project has been completed, as shown in [Figure 4](#).

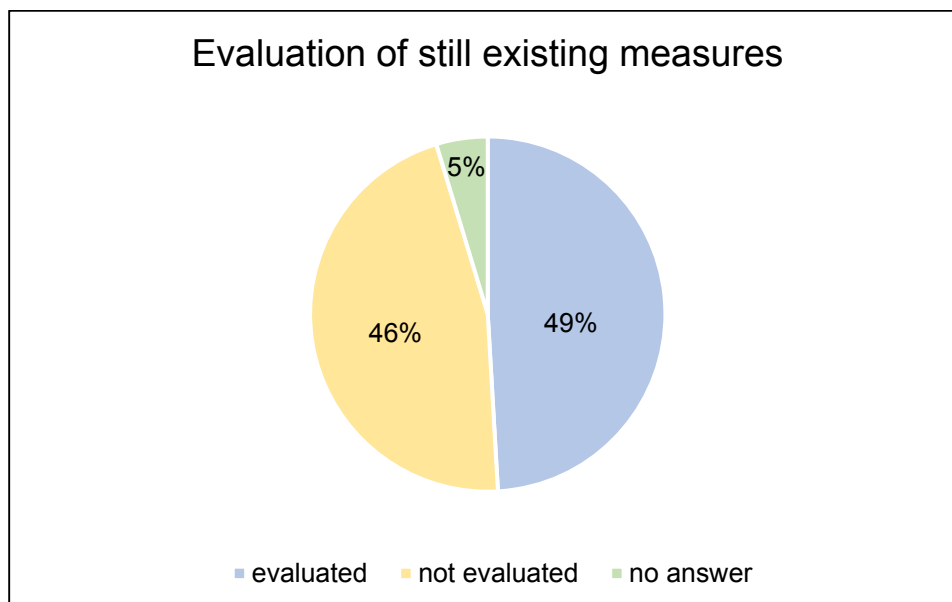


Figure 4 : Percentage of the existing measures that are still evaluated since the end of the CIVITAS project or not evaluated anymore, or when no answer was provided.

The impact of about half (49%) of the measures is still being evaluated. For **46% of the measures**, the impact is **not evaluated anymore** and the participants did not provide an answer for 4 of the still existing measures (5%). The main reasons that were reported as to why no further evaluation is done, are e.g.:

- Lack of funding
- No interest
- Not applicable since the measure was an awareness program
- That it might be done by private companies but not shared publicly

3.2.2 The measures classified per different thematic areas.

In this section the measures discussed are categorised in 11 thematic areas, following a similar categorisation as in previous publications on CIVITAS measures^{1,2}.

Figure 5 provides the list of thematic areas, and the percentage of measures that still exist per category.

¹ <https://civitas.eu/content/civitas-measure-directory>

² Rupprecht Consult, Goudappel Coffeng, CIVITAS CATALIST, D5.1 CIVITAS Long-Term Evaluation Report.

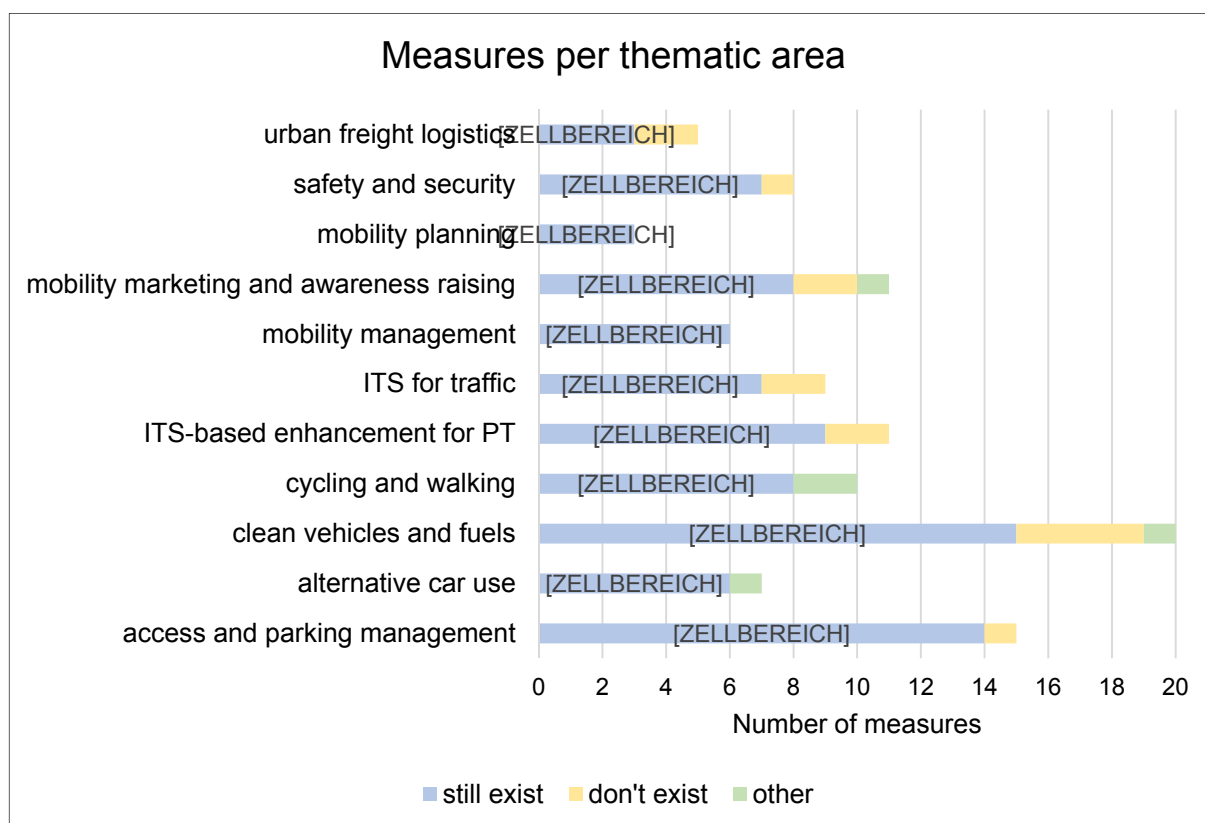


Figure 5 : Number of measures per thematic area, the number of measures and percentage that still exist (blue), the number of measures that don't exist anymore (yellow) and "other" (green).

We see a **high “success rate”** (100%) for the measures discussed, in the areas of **mobility planning** (3 measures) and **mobility management** (6 measures), as well as **access and parking management** (93%; 14 measures).

A **high percentage** of the measures discussed **still exist** in the area of **safety and security** (88%), **alternative car use** (86%), **ITS-based enhancement for public transport** (82%) and **cycling and walking** (80%).

Up to 20 measures were reported in the area of **clean vehicles and fuels**, of which **75% still exist**. Similar percentage rates (**73%**) were found in the area of **mobility marketing and awareness raising**.

For the 5 measures discussed in the area of **urban freight logistics**, a lower percentage of **60% still exist**.

For the 86 still existing measures, the distribution of the measures that were **up-scaled** per thematic area, are shown in [Figure 6](#).

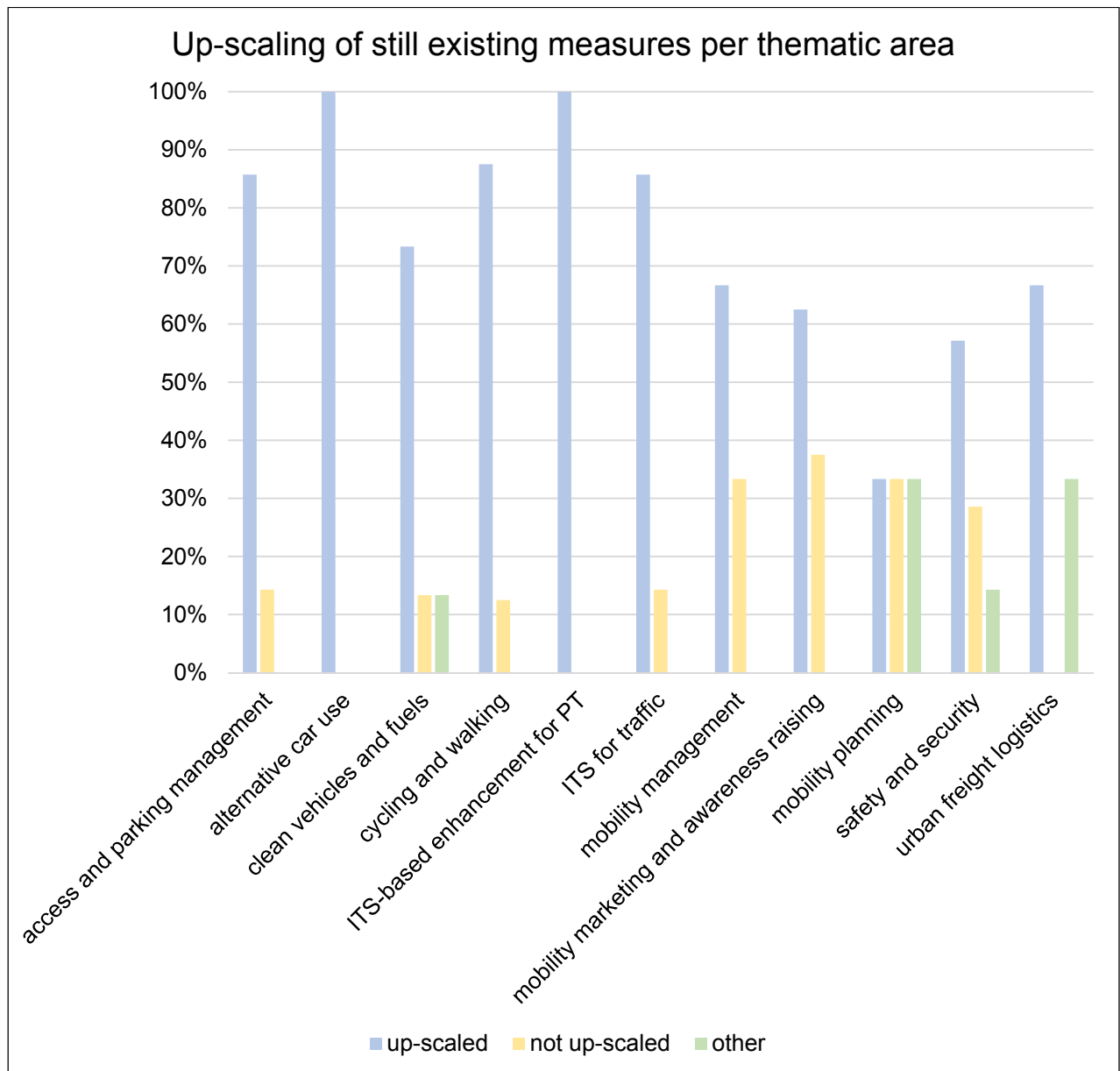


Figure 6 : Percentage of still existing measures per thematic area which were up-scaled, not up-scaled or "other".

Especially in the areas of **alternative car use** and **ITS-enhancement for public transport** did **up-scaling** of the measures occur (for 100% of the measures), followed by measures in the areas of **cycling and walking** (88%), **access and parking management** and **ITS for traffic** (86% for both).

We see that **less than 70%** of the measures are **up-scaled** in the areas of **mobility management**, **mobility marketing and awareness raising**, **mobility planning**, **safety and security**, and **urban freight logistics**.

The distribution of the measures that were **evaluated** per thematic area, are shown in [Figure 7](#).

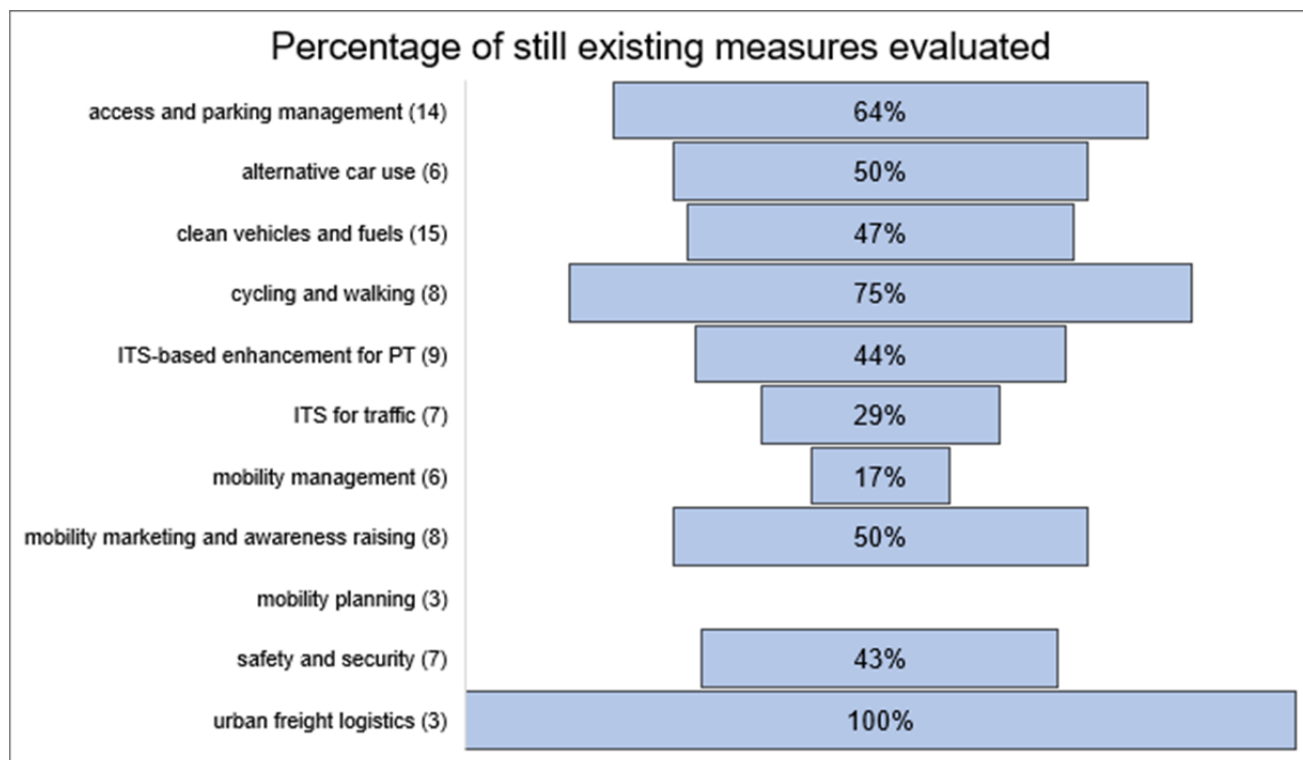


Figure 7 : Percentage of measures in place that are still evaluated. The value in brackets represents the number of measures still in place per thematic area.

In the area of **urban freight logistics**, **all the existing measures** are still **evaluated**, and a good percentage (**75%**) of the **cycling and walking** measures as well.

In **mobility management** and **ITS for traffic** only a **low percentage** of the measures (**17%** and **29%** respectively) are still being **evaluated**. In the thematic areas of safety and security, ITS-enhancement for public transport and clean vehicles and fuels, less than 50% of the measures are still evaluated.

3.3 General assessment

3.3.1 Long-term impact of the cities' involvement in CIVITAS

The cities were asked to report the biggest long-term impact of their involvement in CIVITAS projects. Multiple long-term impacts were reported by each city and the percentage share for the main examples given are shown in [Figure 8](#).

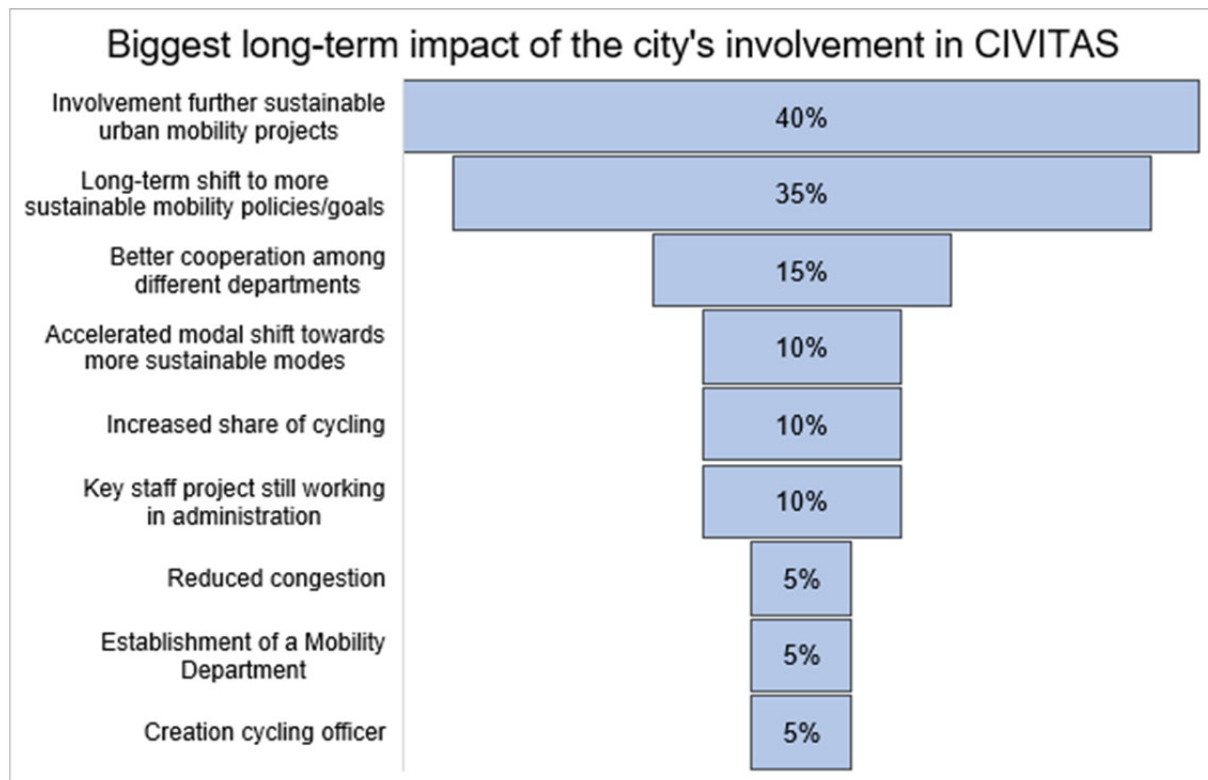


Figure 8 : Biggest long-term impact of the CIVITAS projects.

The cities' **involvement in further sustainable urban mobility projects**, as well as a **long-term shift to more sustainable policies and goals** across all political parties, the different city administrations and departments, showed to be **the main impacts of the CIVITAS projects**.

A **10-15%** share of the cities also found their **involvement in CIVITAS** to have encouraged a **better cooperation among different departments**, as well as an **accelerated modal shift towards walking and cycling**. Ten percent of the cities reported that the key staff hired during the project is still working in the administration.

5% of the cities reported the creation of a cycling officer, the establishment of a Mobility Department and reduced congestion to be among CIVITAS's biggest long-term impacts.

3.3.2 Interesting facts on the progress made in the city thanks to CIVITAS

Few responses were received by the cities on this aspect of the survey.

Bristol reported that the city is seen as a **pioneer in the implementation of a freight consolidation centre** and therefore receives a lot of visits from other cities, which are seeking to set up such a consolidation.

Funchal indicated that an interesting output of its involvement in CIVITAS DESTINATIONS was achieved with the **implementation of the Action Plan for Sustainable Mobility of the Autonomous Region of Madeira (SUMP ARM)**, which will improve accessibility throughout Madeira and will provide clear and detailed guidelines for the future of mobility with a concerted effort of all the islands' stakeholders with a specific intervention of tourism actors.

Gdansk highlighted that the **many successful campaigns which promote cycling** are the result of CIVITAS measures (e.g. the Rowerowy Maj campaign attracting school children to cycle to schools).

3.4 The cities' success stories related to its involvement in CIVITAS

Twelve cities reported a success story related to its involvement in CIVITAS.

Aachen has now a consultant to the mayor for all **e-mobility** topics thanks to its focus on e-mobility during CIVITAS DYN@MO.

Bremen reported its success in **reducing car use** by offering alternatives to car ownership. These continuous efforts were awarded with the 2019 CIVITAS Award.

Bristol's success story is the continued interest in **sharing best practices** in mobility and learning from others to improve the city's mobility.

For the Czech city **Brno**, the main successes were the different **public transport related measures** (ticket vending machine diagnostics, optimisation of energy consumption), and the CIVITAS ELAN **Youth Congress**, a 2-day event for the high school students from ELAN cities.

Coimbra reported the **mentality and behavioural change** of many stakeholders in the mobility field, thanks to the CIVITAS MODERN project's influence and experience, as well as that the majority of the **measures still exists today** at city level, to be its main success stories.

Besides the approval of its SUMP ARM (see previous section), **Funchal's** success story is the **development of a Tourism Mobility Plan**, to understand the mobility patterns of tourists in the region and define measures to ensure their mobility needs. This component is now integrated into the SUMP ARM.

The campaign realised within the measure **anti-vandalism for safe and secure public transport** is a perfect example of a successful long-term effect of awareness raising and behaviour change of **Gdansk** citizens.

Perugia reported the set-up of a **traffic monitoring control centre** to be its success story.

Porto's success story is the current status of the measure **mobile mobility information** since it is still existing and helping public transport users in Porto and Lisbon.

Preston indicated the main success to be that it gained a better **understanding** of what is needed to deliver successful schemes.

Stuttgart reported its main success to be the interest of other cities in their **questionnaire on mobility behaviour**.

Utrecht's success story is the implementation of the **road safety label**.

4 Concluding summary

This report provided an analysis of the online survey “Long-term assessment in cities of previously-funded CIVITAS projects”, which was distributed to 64 cities that participated as a demonstration city in the CIVITAS programme up to now. Twenty-one cities responded to the survey, with varying level of completeness.

More than 95% of the cities still do **regular monitoring of mobility at city level** and a high percentage of these cities indicated that these monitoring activities are at a medium to high level **influenced by their previous involvement in the CIVITAS projects**.

A total of 105 measures were reported by the different cities. Of the 86 measures still in place, **78% were up-scaled**, i.e. the CIVITAS measure was implemented on a larger scale in the city. However, the impact of **only about half (49%) of these measures is still being evaluated** since the CIVITAS project ended. We therefore see that overall cities try to up-scale successfully implemented measures, but less importance is given to evaluating the impact of the measures that are implemented. A high percentage of measures are still evaluated in the thematic areas of **urban freight logistics** and **cycling and walking**, but it's difficult to make overall conclusions since only a limited number of measures are being discussed per thematic area.

The cities reported as the **main impacts of the CIVITAS Initiative in their city** to be i.a. the city's **involvement in further sustainable urban mobility projects**, a **long-term shift to more sustainable policies and goals across all political parties**, the **different city administrations and departments** and a **better cooperation among different city departments**.

5 Annex

5.1 Survey on assessment of long-term impact of CIVITAS involvement

GENERAL INFORMATION

The CIVITAS SATELLITE project has the task to conduct an assessment of the long-term impact of the involvement of your city in CIVITAS. You have been invited to participate in this survey because your city was active as a demonstration city in one or several projects previously funded by the EC's CIVITAS Initiative. We greatly appreciate the time you are dedicating to filling in this survey. Your answers may be brief. However, we would appreciate at least some short feedback on all questions. Yet, the survey can also be filled in not answering all questions.

The survey is structured into 4 sections:

- I. General contact information
- II. Monitoring/ evaluation at city level
- III. Measure assessment
- IV. General assessment

The time needed to fill in the survey depends on the number of measures you implemented.

PART I. General contact information

| |
|------------------------|
| City: |
| Contact person: |
| Role: |
| Telephone: |
| Email: |
| Date: |

PART II. Monitoring/ evaluation at city level

Does the city conduct any regular monitoring/ evaluation of the mobility status in the city?

| |
|---|
| a. Yes/No |
| b. Which aspects (indicators) are monitored and evaluated: <ul style="list-style-type: none">▪▪ |
| c. To what extent has the regular monitoring/ evaluation been influenced by your involvement in CIVITAS? |

PART III. Measure assessment

During your involvement in your CIVITAS project, you had implemented several measures in your city. An overview of your measures is available from the CIVITAS website:

<https://civitas.eu/projects>.

Please complete the table below.

| Title of the measure | Does the measure still exist today? | | Did any up-scaling occur, i.e. was the CIVITAS measure implemented on larger scale in the city? | | Has the city conducted any further evaluation of the impact of this measure after completion of your CIVITAS project? Which? When? | |
|----------------------|-------------------------------------|---|---|----------------|--|---------------------------------|
| | Yes/partly, No, Other | <p>If Yes/partly: please briefly describe the current status.</p> <p>If No: please briefly describe the reasons.</p> <p>If Other: please provide more details.</p> | Yes, No, Other | Please explain | Yes, No | Which impacts/indicators? When? |
| | | | | | | |
| | | | | | | |
| | | | | | | |

PART IV. General assessment

(1) What in your opinion has been **the biggest long-term impact** of your city's involvement in the CIVITAS project? Some examples for long-term impact:

- long-term shift to more sustainable mobility policies and goals across all political parties/ different city administrations/ departments
- accelerated modal shift towards more sustainable modes due to CIVITAS measures that continued CIVITAS evaluation framework taken over (partly) for evaluation of own mobility measures
- increase of cycling in the city
- limiting the congestion in parts of the city
- involvement in further sustainable urban mobility projects continuing/ upscaling CIVITAS measures
- establishment of a Mobility Department in the city which previously did not exist
- better cooperation among different departments that got to know each other during the CIVITAS project
- creation of a cycling officer position in the city administration
- key staff hired for project still working in administration several years after project end

(2) Do you have any **interesting facts** to share on the progress made in your city thanks to CIVITAS?

(3) If you would be asked to share **one success story** from your city related to your involvement in CIVITAS, what would it be?