PGI00208 – T.R.A.M. PROJECT

"Towards new Regional Action plans for sustainable urban Mobility"

2rd Interregional Thematic Workshop
A call to action on urban mobility

October 19th 2017, Seville (SPAIN)

SUMMARY REPORT




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1 INTRODUCTION

The TRAM project fosters the development of a competitive, resource-efficient and low carbon-oriented European transport system by improving the efficacy of regional and local policies on urban mobility in five geographical areas of the European Union. The strengthened urban dimension of regional and local policymaking is expected to facilitate the shift to low carbon economy – in line with the guidelines set out in the EU Transport White Paper, the Urban Agenda and the EU 2020 strategy.

In that regard, the project initiated in the second semester an interregional learning process in the five partner organisations of: Marche Region (Italy), the Public Works Agency of the Andalusia Regional Government (Spain), Region Blekinge (Sweden), North-West Regional Development Agency (Romania) and the Municipality of Miskolc City of County Rank (Hungary) and their local/regional stakeholders, with the purpose to identify accumulated practice within the three thematic areas of sustainable urban mobility: **Transport policies, Intelligent Transport Systems for urban area and Low emission and green transport**.

Transport policies, one of the three improvement areas of urban mobility, includes measures/actions and plans aiming at reducing demand for emission intensive transport modes in urban areas, thus allowing a shift from more energy intensive and environmentally harmful to less polluting and more efficient modes of transport; also the shift toward the use of public and alternative transport modes and environmental friendly distribution of freights.

One of the instruments for the Interregional learning process are so called interregional thematic workshops (ITW), which focus on the three improvement areas of sustainable urban mobility mentioned above. In combination with study visits to the sites of good practice in sustainable mobility, the interregional thematic workshops are meant to help exchange the experience and find solutions which can feasibly be incorporated in the mobility policies of the project partners.

Public Works Agency of the Andalusia Regional Government has held on October 19th in Seville the second Interregional Thematic Workshops after the first one held in Karlskrona (Blekinge region) on March. The workshop called ‘A call to action on urban mobility’ has been held in the city of Seville since it has suffered a huge transformation in recent years thanks to the success of a complete cycle network with more than 140 km, a policy of restriction of traffic of private vehicles in the city centre and the recovery of streets and squares for the enjoy of its citizens.

The ITW focused on transport policies, with the following activities:

- five presentations featuring local/regional good practice in sustainable mobility from the partner areas, followed by questions and answers;
- group work to identify key success factors and the potential replication for the presented good practices
- panel discussion to wrap up and exchange highlights from the group work; evaluation of the workshop quality via questionnaire forms filled in by the participants (23 responses received).

2 AGENDA OF THE ITW DAY

Location Antiguo convento de Santa María de los Reyes, C/ Santiago (Sevilla) Consejería de Fomento y Vivienda de la Junta de Andalucía

Date October 19th, 2017

Time	Item
9:00	Welcome by Public Works Agency of the Andalusia Regional Government, TRAM project partner.
9:15	Presentation round among participants.
9:30	Introduction by the local experts, Rafael Sánchez and Manuel Calvo. Aims, activities and expected results of the TRAM project.
9:45	Presentations related to the ITW topic. 1. Cycling Plan of Andalusia (CPA). , PP2. Speaker: Luis Ramajo. Public Works Agency of the Andalusia Regional Government. 2. Photovoltaic Park-Area Building of the municipality of PESARO. PP1.Speaker: Annarita Santilli. Energy Manager Pesaro Municipality
10:25	Coffee break
10:55	3. Comprehensive development of bike road infrastructure at city scale. PP4. Speaker: Árpád Horánszky. Miskolc Municipality 4. Baia Mare central area - pedestrian zone (Piaţa Cetăţii, Piaţa Libertăţii and nearby streets) PP5 Speaker: Izabella Morth. Metropolitan Area of Baia Mare 5. Coordinated distribution of deliverables. PP3 Speaker: Mathias Roos. Strategist – Regional development. Blekinge.
11:55	Short break to rearrange the working area.
12:10	Group work supervised by TRAM project Interregional Team of Regional Experts (ITRE) (representing the project partnership). Criteria for best practice and replicability potential of the presented solutions
13:45	Networking lunch
14:45	Panel discussion: solutions identified through the group by TRAM project Interregional Team of Regional Experts (ITRE) Q&A
16:30	Wrapping up of the day by Public Works Agency

3 THE PRESENTED GOOD PRACTICE SOLUTIONS IN TRANSPORT POLICIES IN THE FIVE PROJECT PARTNER REGIONS

The whole-day event gathered representatives of the five project partner organisations, sustainable mobility experts as well as different stakeholders from the university, local and regional governments, and transport companies.

Each one of the five project partners presented the following good practice based on transport policies.

3.1 Cycling Plan of Andalusia (GP nº 13)

The Cycling Plan of Andalusia aims to become a reference for southern Europe on the promotion of cycling as a means of transportation, leisure and tourism.

Based on the success of the introduction of cycling in Seville (Andalusia) the idea of the plan is to spread the best of the Seville experience throughout the region. It is structured on three levels: local (cycling as a mean of transportation), metropolitan (transportation, leisure and cycling tourism) and regional (mainly leisure and cycling tourism).

The plan defines a total of 313 km of cycle routes in the main cities, 838 km in metropolitan areas and 3,080 km in the regional network. It also proposes measures to promote intermodality, bicycle services, dissemination and awareness, and public bicycles.

The overall objective is that bycicle to reach a 15% of modal share in cities and 10% in its metropolitan areas. Moreover, the plan aims at fostering the walking trips by restricting the traffic of private vehicles in cities.

The importance of tourism in the southernmost region of the Iberian Peninsula and most populated region of Spain is obvious. For this reason the plan also focuses on the development of a cycling tourism plan incorporating the construction of a long distance cycle route network. Currently, most of the proposed routes require only improvements to signposting and some other minor interventions, but the plan also contains provisions for the construction of a brand new infrastructure.

The plan has a budget of 400€ million to spend between 2014 and 2020. From 2014 to 2016, 60 Mill € have been spent in the networks of Almeria, Jerez and Algeciras; sections in Malaga and Córdoba, and the Metropolitan connections in Huelva, Seville, Granada and Almeria.

Cost-benefit analysis shows that, once the Plan is implemented, benefits for economy, public health and energy saving overcome the investment.

Examples of cycle paths in Seville

3.2 Photovoltaic Park – Area building of the municipality of Pesaro (GP nº 08)

The idea of the Photovoltaic city Parking is born in 2007. The Parking is a public area to serve the public building of the Adriatic Sport Arena. The parking has been realized in the respect of the standards stated by national law; it covers a very extensive area also meaningful from an environmental point view.

The main parking zone occupies a surface of beyond 32.000 sqm. The Park is located in strategic zone from which you can reach the main town and the seaside easily, and near the highway.

The area before the intervention resulted marginal to the bordering activities to the Arena of the Sport and really underused, in case of lack of events. The project aimed to qualify and improve the area by refurbishing the urban impact and settling photovoltaic systems. In particular, it has been planned to use financial incentives (Feed-in premium mechanism, in Italy called “Energy count”) to settle a photovoltaic shelter covering the whole parking area as it’s suitable south-oriented.

The Energy Office of the Municipality has launched an innovative call for tender to find a private company (Energy Service Companies), able to invest its own capital in exchange of the financial incentives; the final intervention results without any costs for the administration.

The parking area conceived with Photovoltaic shelter acts as covered parking; in addition, a dedicated parking area for buses with higher shelter has been realized, to guarantee the parking and services for buses during main events of the sport palace.

Forthcoming activities and services are under evaluation and planning by the municipality, with the main aim to foster the use of electric vehicle and the improvement of the intermodal electric mobility.

Photovoltaic park in Pesaro

3.3 Comprehensive development of bike road infrastructure at city scale (GP nº 35)

Miskolc is an industrial and university city. There were only a few cycling routes across the city before 2007. The development of the city's transport facilities has become inevitable due to transforming trends of transport culture regarding the habits and preferences of young people as well as the progression of multimodality and soft mobility solutions. During the 2007-2013 period, the East-West bicycle route of the city was constructed (in many sections only road marked) between the railway station (east) and the Castle of Diósgyőr (west).

The City Council prepared an overarching bicycle route network concept/plan for the whole city of Miskolc the implementation of which bridges through development periods (i.e.: 2007-2013 and 2014-2020). According to this plan, the city’s existing bike network will be further prolonged (amounting up to 31 km in total) and extended with additional facilities by 2020.

There are two other plans from the year 2016 that includes more bicycle development concept, the Sustainable Urban Mobility Plan of Miskolc and the Bicycle Traffic Network Plan of Miskolc.

Financial source that is mostly realized of mixed EU and local funding: ÉMOP 0.6 M € (Regional Operational Programme of Northern Hungary) and TOP 10 M € (Operational Programme for Territorial and Settlement Development).

As an evidence of success deriving from the 1st phase developments in 2007-2013, the number of cyclists in the city increased significantly (from 2% to 5% in the mobility mix).

Next phases:

- Bicycle racks, open and covered bicycle-racks Community cycling system , bicycle-sharing system;
- Bicycle transport possibility on the community transport vehicles – partly done on forest train and tram;
- Bicycle information system (touristic and traffic aspects);
- Support for the work of bicycle associations and organizations;
- Bring to the school, Bring to the work" programs (Governmental).

Bicycle facilities planned for 2019 in Miskolc

3.4 Baia Mare central area – pedestrian zone: Piaţa Cetăţii, Piaţa Libertăţii and nearby streets city scale (GP nº 41)

The good practice presented as a pedestrian policy for the historical centre of Baia Mare consists of two projects:

1. Rehabilitation and promotion of the cultural and historical identity of the Fortress Square and Stephen's Tower (Piaţa Cetăţii şi Turnul lui Ştefan) – financed under ROP 2007-2013;

2. Rehabilitation of Liberty Square (Piaţa Libertăţii) and segments of nearby streets like: Mihai Viteazul street, Dacia street, Vasile Lucaciu street and Lăcătuş street – financed under PHARE (pre-accession fund).

Both projects as well as those that will be implemented in the near future based on the evidence generated by the SUMP Baia Mare, are tackling the problem of degrading historical centres which were taken over by car traffic in the last 20 years. The main goal of the policy is therefore to gradually eliminate car traffic from the historical centre of Baia Mare and to reclaim this place for pedestrians. The policy is therefore supported by 3 types of projects (just 2 of them are detailed): regeneration of iconic public spaces, transforming streets into pedestrian areas and building parking places at the entrance into the historical centre.

The purpose of the first project (Rehabilitation of Fortress Square) was to restore the memory of the most important city edifice - Church St. Stephen. Following the archaeological excavations conducted at City Square rehabilitation works could reconstruct the shape and dimensions of the church that have been marked in the floor.

Rehabilitation works have watched two aspects, firstly, the preservation, consolidation and restoration of a heritage object and achieving European museum space, with multiple information related to the Rivulus Dominarum medieval fortress history

Rehabilitation of Fortress Square in Baia Mare

3.5 Coordinated distribution of deliverables (GP nº 24)

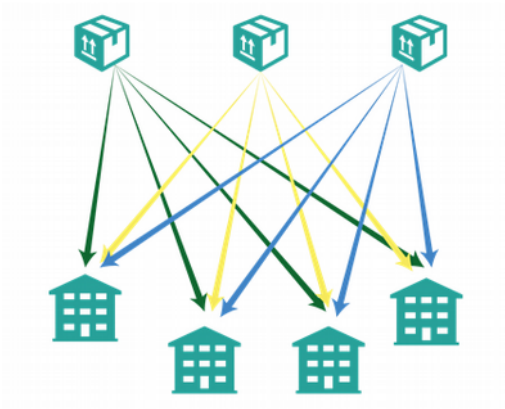
The reason behind this initiative was the inefficient distribution of goods (mainly food) to municipal entities, e.g. schools. Another aspect of the Swedish system is that the municipality often does not pay for the transport separately but it is included in the price of the product, hence the actual cost for transportation is hidden.

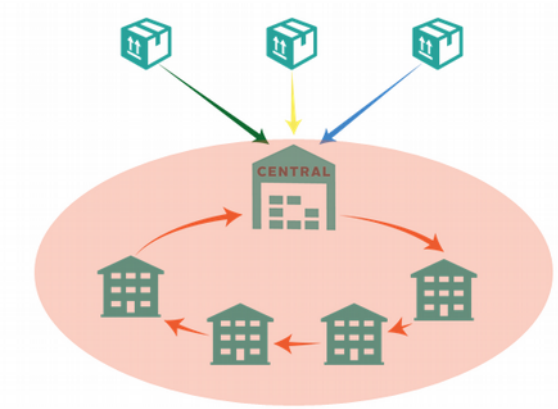
To take control over the distribution of goods, and at the same time reduce the GHG, improve the traffic safety (due to fewer transports to schools) and work environment and in the long run improve regional/local food suppliers, municipalities can implement co-packed distribution.

In Blekinge, in this specific project, there are ongoing discussions about if the municipalities shall cooperate in a cluster. It will depend on the coherence of time plans for each municipality.

The goal is to implement a distribution central and decrease the number of kilometres driven and the number of transports going to municipal destinations. To do this there are preparations going on at the moment where the municipalities inventory all destinations/addresses to which goods is delivered.

The actual concept works in the way that the municipalities will establish a joint distribution warehouse to which each individual provider delivers their goods. The shipments are consolidated according to destination, thus reducing the number of separate deliveries from individual providers.





4 HIGHLIGHTS FROM THE GROUP WORKS

After the five presentations, different work groups were organized in order to discuss each of the topics presented, guided by one ITRE expert. Participants chose the group they wanted to join according to their interest.

Four groups were made since GP 13 (Cycling Plan of Andalusia) and GP 35 (Comprehensive development of bike road infrastructure at city scale) were related to bicycle mobility. The other three work groups dealed respectively with Photovoltaic Park – Area building of the municipality of Pesaro (GP nº 08), Baia Mare central area – pedestrian zone: Piaţa Cetăţii, Piaţa Libertăţii and nearby streets city scale (GP nº 41) and Coordinated distribution of deliverables (GP nº 24).

For most participants the discussion in work groups was very interactive and productive in terms of the learning process and the evaluation of the possibility to transfer each project to other region / cities.

4.1 WORK GROUP 1: GP13 Andalusian Cycling Plan - GP35 Comprehensive development of bike road infrastructure at city scale

What is the potential impact of the practice on the environmental, social and economic dimensions of your context?

It seemed that all the people from different regions agreed that cyclist mobility plays a very important role in modern cities which search that most trips are made by cycle or walking instead of private vehicles.

The social, environmental and economic benefits of this kind of projects are very well known by all participants, especially in Seville since the success of the implementation of the Seville Cycling Plan; the city is now accessible to cyclists and pedestrians. We could say that a culture of sustainable mobility has been created.

No major conflicts between cyclists and other means of transport have been detected once the network has been put into service. The conflicts in crowded pedestrian areas can easily solved by a specific signalling for cyclists.

Which are the success factors which need to be replicated to have a successful implementation of this practice in your context?

First of all, it must be a strong political will to promote cycling in urban areas. Then, there is a need for well-planned development of cycling infrastructures, promotion and education, if possible, with a wide support

from citizens and organizations. Also it is needed to foster intermodality since the bike is considered as a mean of transport.

Infrastructures must adopt common or similar planning and design criteria throughout the region, offering similar standards of quality.

It is necessary consider de design of each bike network as a whole project, not as many different independent cycle lanes.

The experience of Seville has shown that a policy of pedestrianization and restricting private traffic are also very important where there is not enough public space for separated cycle paths.

One of the main conclusions is that at the beginning it is important to implement a good cycle network, with high quality standards and facilities, but then the emphasis must be placed on reducing cars use and improve awareness measures in support of the bike-public transport combination.

Can you identify the elements, including the policy framework, which need to be adapted/modified to your context?

Perhaps it is needed some change in the policy or the legal framework to regulate the use of public space in order to avoid conflicts or accidents with pedestrian or private vehicles.

Also it is needed to set a strategy and to define all the coordinated actions, not only infrastructure, to foster urban cycling in the local or regional plans to get public funding.

Would the adoption of the practice improve the policy instruments in your context?

Yes. The success of the Cycling Plan in Seville and the recent Andalusia Cycling Plan, with a budget of more than 400 Mill €, can be ever higher if the Andalusia Sustainable Mobility Law is approved.

Also in Miskolc the success of the first phase of cycle paths has been successful in terms of a new cyclist demand and it has boosted the implementation of a whole network (GP35)

4.2 WORK GROUP 2: GP08 Photovoltaic Park – Area building of the municipality of Pesaro

What is the potential impact of the practice on the environmental, social and economic dimensions of your context?

The positive environmental, social and economic impacts of the project are very high in terms of using renewal energy and recovery of public space.

The effects of the project on mobility are not still clear since there are not data available and it seems that it is not working as park and ride for the moment. However it is planned to foster intermodality and the use of electric vehicles.

For creating benefits in terms of mobility it would be needed to link the project with a Park&Ride facility or a public transport interchange hub.

Which are success factors which need to be replicated to have a successful implementation of this practice in your context?

To implement a project like this one it is needed to involve and coordinate several public policy departments related to urbanism, transport and energy.

Furthermore the existence of incentives tools, like to set a fix price for the energy higher than the free market one, is necessary in some contexts like in Spain or Italy.

Can you identify the elements, including the policy framework, which need to be adapted/modified to your context?

In general no major changes are needed in order to implement projects like the Photovoltaic Plant in Pesaro, except the need of coordination and the introduction of some financial incentives.

Nevertheless in Spain the legal framework is not suitable and it acts as an important barrier since it is not possible to put the surplus energy into the general network in order to reduce energetic bill of households or companies.

Even if the energy from renewal sources is very important in Spain, it could be much higher with an appropriate legal framework that allows households and companies to ‘sell’ their surplus energy.

It seems that in other countries there are not so strong barriers like in Spain, especially in Sweden where there is a culture and tradition of using energy from renewal sources.

Would the adoption of the practice improve the policy instruments in your context?

Solar plants or any other renewal source of energy are very common in every context. In Sweden it is also possible for a household or a company to ‘sell’ the surplus energy to the network and by doing so reducing the energy bill.

However, to implement an urban solar project like Pesaro's is quite difficult in Spain with the current legal framework; with an appropriate legal framework and the high number of sunny days that there are in Spain, particularly in Andalusia, some cities could be world leaders in the use of energy from renewal sources, generating benefits from the social, economic and environmental point of view.

4.3 WORKGROUP 3: GP 41 Baia Mare central area – pedestrian zone (Piaţa Cetăţii, Piaţa Libertăţii and nearby streets city scale)

What is the potential impact of the practice on the environmental, social and economic dimensions of your context?

This is an impressive project in terms of urbanism and architecture, easy to transfer to many historical city centres if there are founds enough and there is support from citizens and organizations. The benefits from a social, economic and environmental point of view can be very important. A great reduction of CO2 and noise in the historical center helps increasing the quality of living. The local economy is stimulated by the strong increase in pedestrian traffic (mostly visitors) which makes the area attractive for more shops, restaurants or even offices.

Residents were against the project but after seeing it happen they loved it, mostly because of the large amount pedestrian traffic, including tourists, which made the area very attractive for shops and restaurants.

There has not been any negative impact since the project has not generated more vehicles traffic in the streets around the square.

Which are the success factors which need to be replicated to have a successful implementation of this practice in your context?

As in the project presented, a successful implementation can be easier if there is a great design and a perfect execution. Also, the strong political will / courage to transform the city centre, not only a few streets and squares, into an attractive pedestrian space is one of the main factors of success.

A similar successful project has been executed in Seville city centre recently (Metrosol Parasol project) and in others cities like Oradea (Romania, 2nd Study Visit) and Miskolc (planning phase).

Can you identify the elements, including the policy framework, which need to be adapted/modified to your context?

This kind of projects has to be planned in the Local or Regional plans in order to be financed by the public budget or to use any kind of European Funds.

Perhaps some changes are needed in order to guarantee a process of public consultation among citizens and any other group of stakeholders.

No major changes are needed if the project respects the land uses and other specifications set in the Urban Plan of the Municipality.

Would the adoption of the practice improve the policy instruments in your context?

Every good practice successfully implemented can be a model or a reference in order to justify similar projects in any other context.

It takes political will to generate new pedestrian areas by pushing motorized traffic away. Sometimes, when community does not approve this kind of projects, political will and courage are the last chances to make things happen.

For instance, when Baia Mare (Romania) started recovering its historical centre, the community was against the process, the mayor closed the streets for traffic over the night and did not convert them back since then.

4.4 WORKGROUP 4: GP24 Coordinated distribution of deliverables

What is the potential impact of the practice on the environmental, social and economic dimensions of your context?

It was found by many participants that it was a very smart way of dealing with the distribution of certain goods and deliveries in a city thanks to a coordination, which can save a lot of emissions and costs every year. Moreover, it can generate new possibilities for private sector.

This is a very interesting project to evaluate the potential transferability to most cities of every context since its positive effects in terms of economics and the environment (fewer vehicles and shorter distances) are very high.

Which are success factors which need to be replicated to have a successful implementation of this practice in your context?

To include the co-packed distribution in a Regional or Local strategy for climate and energy would be very useful. Municipalities also have to be committed with a sustainable city and, particularly concerned about the negative impacts of transportation of goods and deliveries.

Some participants concerned about the coordination in the case of transporting food to schools or healthcare institutions since they place high demands on an unbroken cooling chain, as well as the timing and quality of the transport.

To put this idea into practice in other contexts, it would be interesting to introduce incentives among the main beneficiaries of the project (e.g. schools or public health centres) and the municipalities.

Can you identify the elements, including the policy framework, which need to be adapted/modified to your context?

As the project presented, it would be needed an element of coordination and its concrete definition can vary from every context.

Would the adoption of the practice improve the policy instruments in your context?

Likely the success of this kind of projects would allow to introduce new policy instruments in the Sustainable Urban Mobility Plans and, maybe, financing from the regional government or the European Union.

Regional expert from PP1 pointed out that municipalities and public bodies might play the role of first mover in the coordinated distribution of deliverables and that ‘in order to be competitive with traditional logistic services, the coordinated distribution of deliverables needs to keep the price of the distribution separated by the price of the goods, in order to avoid to pay double the distribution cost. Such aspect may need specific agreements with logistic players and other providers of goods’.

5 THE STAKEHOLDER PERCEPTION OF THE WORKSHOP. LESSONS LEARNED

The questionnaire forms distributed among participants have allowed evaluating the presentations, the group works and the panel discussion (the results are in the Appendix).

In general, the attendants have agreed that the interregional thematic workshop was well organized and was quite interesting in terms of the interchange of knowledge and practices experiences. Participants have also thought that the working groups have been very active, productive and profitable.

However, some suggestions were made about the organization:

- The methodological table presented by Work Group 3 seems an interesting tool to manage WG's.
- The preparation phase still remain very important to be done by all PP/ITRE
- The panel discussion should be guided by same key questions
- To facilitate some panel discussion through more predefined questions and then discussing based on the reaction from all members in the audience

For the presentations, the attendants would rather incline with the statement that the presented practices are real/actual, more than that they would be useful for implementation in their regions or that the expected objectives have been achieved.

On average, participants valued more the environmental and social effects of the presented GP than the economic. Two practices, GP 13 Cycling Plan of Andalusia and GP24 Coordinated distribution of deliveries, obtain the higher evaluation.

Some participants showed a special interest in the GP 02 Photovoltaic Park in Pesaro and GP 24 Coordinate distribution of deliveries. On the other hand it was suggested that the GP 02, in order to be considered as a mobility project, should have a higher capacity public transport between the parking area and the city centre; and that GP 41 Baia Mare central area – pedestrian zone was more connected to urbanism although its impact on mobility because of the new traffic restrictions is high, such as the pedestrianization of the main Avenue in the city centre of Seville (GP 14, visited on the following day).

Also, participants agreed that it was possible to identify in the presented practices the key success factors that allow the replicability to other

contexts and that the difficulties encountered would be similar to the ones that have been highlighted.

For the group work, there was a common positive opinion about the experts facilitating the participation in the group works, that people participated actively and that working groups were mixed with people from different locations.

In the final part of the workshop a **panel discussion** was held in which the main conclusions and findings were presented. Participants agreed that people participated actively in the panel discussion and that suggested key success factors can be generally useful in other regions/cities more than the statement ‘solutions have been found for the presented missing opportunities’.

Some findings and lessons learned were pointed out in the panel session:

- GP 13 Andalusia Cycling Plan. The WG discussed the concept of "lack of cycling culture" and its influence on sustainable mobility policies. The conclusion is that this is a determining factor on which it is difficult to act, except with awareness measures, and it is usually resolved when the cycling network begins to operate.

  Experience also shows that to implement a cycle network in an urban area, in most cases, it is not necessary to eliminate parking spaces or an expensive infrastructure.

  It is also very important the support from citizens, as it happens in Miskolc, where it is planned to develop a network without separated platforms.

- GP 24 Coordinate distribution of deliveries. The distribution of goods and deliveries in cities generate pollution, congestion, accidents, etc that could be minimized with a smart coordination for distribution, since less vehicles are needed.

  The big challenge is to convince decisions makers and politicians.

- GP08 Photovoltaic Park in Pesaro. Due to the number of sunny days it is a great project in terms of using renewal sources of energy, even if it is necessary some financial incentive.

  In the case of Spain the current legal framework is a barrier for implementing this kind of projects in urban areas.

- GP 41 Baia Mare central area – pedestrian zone. Some of the lessons learned from the Baia Mare good practice pointed out by PP5 Regional expert are that:

    - It must be a strong political will in order to face the initial opposition of some citizens and economic groups
    - Municipalities have to keep in mind that pedestrianization is a long-term project, it takes approx. 6 months for inhabitants to change their usual mode / ways of transport.
    - It takes even more time to get used to / to conform the new situation.
    - Working with specific age groups can help when going for pedestrian areas. Especially youth (students) are very open to these kinds of interventions.
    - Shops will always earn more after a street is closed to motorized traffic. But you have to take care of supply possibilities for shops.
    - Public space design is always at the core of a good pedestrian area
    - After you convert a street or a square, if urban design is good, local community may ask to replicate the project also on other sites (even if they where against at the start)
    - Always try to start with pilot projects so you have a chance to test and monitorize the impact before going large scale.

6 APPENDIX 1. Results of the evaluation form

6.1 Overall evaluation

(rate from 5 very agree to 1 disagree)	**Number of valid answers**	**average**
The ITW was well organized	18	4,94
The stakeholders actively participated the programs during the ITW	18	4,50
The aims set out for this ITW were reached	15	4,60

6.2 Evaluation of the presentations

(rate from 5 very agree to 1 disagree)	**PP1**	**PP 2**	**PP 3**	**PP 4**	**PP 5**	**Average**
Suggested good practices are actual	4,74	4,18	4,16	3,68	4,40	**4,23**
The practice is useful to be implemented in your region	4,58	3,56	4,16	3,47	4,25	**4,00**
The expected objectives have been achieved	4,39	3,69	3,78	3,78	4,21	**3,97**

Impacts (4 very positive to 1 negative)	**PP1**	**PP 2**	**PP 3**	**PP 4**	**PP 5**	**Average**
Social dimension	4,00	3,38	3,89	3,95	3,75	**3,79**
Environmental dimension	4,16	3,82	3,84	3,16	4,00	**3,80**
Economic dimension	3,74	3,88	3,42	3,11	3,95	**3,62**

Other questions (4 very positive to 1 negative)	**PP1**	**PP 2**	**PP 3**	**PP 4**	**PP 5**	**Average**
You can identify the key success factors which can explain the successful replicability to other contexts.	4,06	3,14	3,87	3,07	4,00	**3,63**
The difficulties that you would encounter are similar to the ones that have been studied.	3,50	3,15	3,47	3,14	3,50	**3,35**

May you suggest a different way to solve the difficulties, that hasn't already been mentioned?	

6.3 Evaluation of the Group Works

(rate from 5 very agree to 1 disagree)	**PP1 – PP3**	**PP 2**	**PP 4**	**PP 5**	**Average**
People participated actively in the group work	4,66	5	5	4,71	**4,83**
The working groups were mixed with people from different locations	4,66	5	4,5	4,85	**4,77**
The experts facilitated the participation in the group work	5	5	5	4,71	**4,88**

6.4 Evaluation of the Panel Discussion

(rate from 5 very agree to 1 disagree)	**Number of valid answers**	**Average**
People participated actively in the panel discussion	19	**4,31**
Suggested key success factors can be generally useful in the regions / cities	19	**4,26**
Solutions have been found for the presented missing opportunities	18	**3,67**

7 APPENDIX 2. LIST OF PARTICIPANTS

Name / Surname	Organization	Country	City/Region
Luca Barbadoro	LP Marche Region (Technical assistance by SVIM)	IT	Marche Region
Annarita Santilli	Pesaro Municipality	IT	Pesaro
Thomas Flengh	Pesaro Municipality	IT	Pesaro
Raffaella Triponsi	Marche Region	IT	Marche Region
Giulia Vitali	SVIM on behalf of Marche Region	IT	Marche Region
Ioana Ivanov	GEA S&C (CIVITTA Romania)	RO	Bucharest
Stadler Reinhold	GEA S&C (CIVITTA Romania)	RO	Bucharest
Csaba Masculic	Satu Mare municipality	RO	Satu Mare
Izabella Morth	Baia Mare city hall	RO	Baia Mare
Gergely TOROK	ADR Nord-Vest	RO	Cluj
Noelia Cáceres	University of Seville	ES	Seville
Luis M. Romero	University of Seville	ES	Seville
Gonzalo Esteban López	Granada Energy Agency	ES	Granada
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