

## Output factsheet: Training path with a peer-to-peer approach for mobility planners and operators in FUAs

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| Project index number and acronym         | CE243 SOLEZ   |
| Lead partner                             | Municipality of Vicenza   |
| Output number and title                  | O.T4.1 - Training path with a peer-to-peer approach for mobility planners and operators in FUAs |
| Responsible partner (PP name and number) | Municipality of Vicenza (PP1)   |
| Project website                          | <a href="http://interreg-central.eu/solez">http://interreg-central.eu/solez</a>                 |
| Delivery date                            | 07/2019   |

### Summary description of the implemented training measure(s), explaining the specific goal(s) and target groups

SOLEZ consortium includes cities with long term experience in sustainable mobility policies and less experienced ones, who have anyway a unique own "case" in low-carbon mobility and LEZ policies that can be valorised and shared among partners and stakeholders.

The capacity building activities designed and implemented during the project life have been organized with a twofold aim to:

- increase knowledge of SOLEZ partners staff teams and their peer colleagues and key stakeholders on good practises of sustainable mobility policies;
- create a supportive ground for the elaboration of SOLEZ Action Plans and guaranteeing a smooth Pilot actions implementation in the last project phase.

This has meant to work with a range of different actors throughout the various stages of the project implementation that has included:

- local authority staff (with high sustainable mobility expertise);
- local authority staff (with no previous sustainable mobility experience);
- local administration representatives (political level);
- mobility experts;
- trade associations and citizens associations representatives of the key stakeholders for LEZ and LTZ;
- other groups, in accordance with local specific needs.

Considering the wide variety of profiles and level of expertise among all key actors involved in project activities (inside and outside the consortium) the peer-to-peer training path developed and tested during the project has proved to be the most effective method suitable for any city of any size and different situations to achieve the above-mentioned objectives.

The methods applied has foreseen 3 different steps/level in accordance with the different project phases with and increasing level of commitment required to the participants. Each step has represented a different kind of activity:

- 1) **Study visits** in the most experienced city to stimulate interest in successful low-carbon mobility solutions implementation;
- 2) **Follow-up training workshops** to share and spread the good practises learned improving the impact of project activities on local territories
- 3) **Twinning trips** among partner cities to create long lasting bonds among project partners that will last beyond project life

### NUTS region(s) where training(s) have been conducted (relevant NUTS level)

The 3 different kind of capacity building activities that are part of the training path, took place in all project target FUAs, namely:

|                 |                   |                |              |               |
|-----------------|-------------------|----------------|--------------|---------------|
| Vicenza - ITH32 | Dubrovnik - HR037 | Brno - CZ064   | Graz - AT221 | Turin - ITC11 |
| Sarvar - HU221  | Gdansk - PL633    | Zilina - SK031 |              |               |

### Expected impact and benefits of the trainings for the concerned territories and target groups

The training activities created and strengthened partnerships either among project partners and among project staff members and local stakeholders, facilitating the sharing of experiences on sustainable urban mobility strategies implementation.

Through the tools and the mechanisms of the peer-to-peer approach, partners could think more strategically about options for tackling their challenges in sustainable urban mobility policies, to find mutual solutions and gain political buy-in. For this reason, it proved to be an ideal learning method to work on current, real work challenges exchanging feedback with others in similar situations and raised knowledge and on sustainable mobility best practice LEZ/ZTL effective scheme implementations that might be replicated in own territories.

Peers are aware of the difficulties involved in implementing sustainable mobility policies, the complexity of the decision-making process, the financial restrictions and the scepticism of citizens. This is one of the main reasons why this approach in this field can have an extra value compared to traditional trainings.

### Sustainability of the training(s) and developed training material(s) and their transferability to other territories and stakeholders

The peer-to-peer learning path tested in SOLEZ can be replicated and transferred to other territories or can be used within the same institution in other departments and sectors for different topics (i.e. sustainable energy, social integration, culture and education, etc).

The methodology can be easily customized and the very informal layout of the different activities foreseen, that doesn't require the support of special expertise to be implemented, make it a very good tool whenever is needed to raise awareness and improve knowledge on a given topic among a target group fostering, at the same time, trust and idea sharing among participants.

## Lessons learned from the development and implementation of training measures and added value of transnational cooperation

Any of the 3 kind of activities that made up the training path (study visits, follow-up training workshops and twinning trips) proved to be a good way to put transnational cooperation into practise. Furthermore, they give the opportunity to establish contacts and create networks that can be useful for follow-up or future transnational cooperation.

However, the organization of each activity is time-consuming and need to be planned and carried on with dedication and real commitment among the involved parts. Furthermore, when local administrations are among the key stakeholders, the involvement process can be easily interrupted, compromised or delayed by local elections or changes in the political governs of the cities.

**Study visits** require a long and careful planification with the risk to find difficulties either in involving the right stakeholders and in catching their attention with topics in line with their expectations. **Follow-up training workshops** have proved to be very effective means to guaranteeing a wide impact of project topics and activities. Their success has been determined by the ability to keep these meeting as informal as possible and integrated in other already work meetings to optimize the available time of decision makers and technician s involved.

**Twinning trips** normally comes as a crowning moment of the entire capacity building process. They have consolidated and established long time relationships among SOLEZ partner cities and have been crucial during pilot action implementation.

As a last recommendation when organizing all these activities is that the **language barriers** don't have to be under-estimated, since communication capability is a necessary requirement for a successful peer-to peer transnational experience, which is the most relevant added value of the overall training path.

## References to relevant deliverables and web-links

If applicable, pictures or images to be provided as annex

Relevant deliverables that describe the **Transnational Peer to peer approach** are:

- D.T4.2.1 - *Common guidelines for follow-up training workshops in FUAs*
- D.T4.4.1 - *Training path with a peer-to-peer approach for mobility planners and operators in FUAs*

The documents are available on [www.interreg-central.eu/SOLEZ](http://www.interreg-central.eu/SOLEZ) in the Publication section.

The full description of the **capacity building activities implemented** during the project are described in the following documents:

- D.T4.1.1 - 1<sup>st</sup> study visit report (Graz)
- D.T4.1.2 - 2<sup>nd</sup> study visit report (Turin)
- D.T4.2.1 - Report on 1<sup>st</sup> Follow-up training workshops in FUAs (after Graz study visit)
- D.T4.2.2 - Report on 2<sup>nd</sup> Follow-up training workshops in FUAs (after Turin study visit)
- D.T4.3.2 - Report on Twinning activities

Here below some pictures of the capacity building activities implemented during the project:

## The Graz study visit



*The first study visit took place in Graz on the 23-24 February 2017 with the aim to valorise and enhance and share the city competences on sustainable urban mobility with the less experience partners and smaller municipalities.*

*The learning approach was a combination of presentations, discussions and site visits through a peer-to-peer approach.*



*This theoretical part was followed by a walking tour in two groups to visit on site some of the case studies introduced in the morning where innovative measures, in regard to sustainable urban mobility, had been implemented.*



## The Turin study visit



*On October 19th, 2017 the City of Torino organised the second study visit, with the aim to present the opportunities that the City has to offer in terms of Value-Added services for a low emissions mobility. After a frontal presentation, the visit became a full immersion experience, for project partners and their invited stakeholders, of the public transport system in Torino, through guided tours of its main facilities and test drives of some of its main mobility services.*



## Follow-up training workshops organized during the project in the 8 target FUAs



## Twinning trips organized during the project in the 8 Target FUAs



