**PE4Trans capacity building workshop**

**29-30 January 2019, Coventry, UK**

introduction

PE4Trans partners are working together to strengthen the public engagement in design and implementation of transport and mobility policies in their territories.

During the capacity building workshop organised in Coventry (29-30 January 2019) partners were focusing on formulation of deep causes and challenges behind the current policy intervention logic. During the interactive workshop they integrated peoples visions of sustainable transport in the future, which were main outcomes of stakeholder group meetings in their territories and elaborated the policy intervention logic for each territory fed with outcomes of the baseline policy reports and peer-reflection sessions. As a result of the workshop deep causes and challenges were formulated for further work with the stakeholders and good practice specifications to be looked for in each partner territory.

main findings

## Joint map of policy intervention logic

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| **Elements of intervention logic/ territory** | **Kalisz-Ostrów Agglomeration (Poland)** | **West Midlands (UK)** | **Central Macedonia/ Thessaloniki area (Greece)** | **Valladolid (Spain)** | **Bentheim (Germany)** |
| **Issue**  | Private car dominationHigh CO2 emission | Integration of modes/routs | Private car domination | Air pollution (47days of alert in 2018) | Sustainable mobilityLowering share of private transport |
| **Policy** | Dedicated ERDF measure | Low carbon economy -fragmented approach | ROP (2020)ITI strategy (2017-23) | INNOLID 2020+Action for boosting public transport | Recent study on mobility |
| **Rationale:****What?** **Why?** **To whom it brings benefit?** | Low carbon Investment in facilitiesPromotionMunicipalitiesInhabitants | Electric car chargingNew policyCongestionChanges of commuting patternsJoint transport authority Take the right moment to influence future policy | “Hard” investments combined with “soft” measuresBetter living and working environmentCitizensEU projects | Reduce CO2Increase quality of lifeCitizensTransversal Team in Municipality | Up-date of local transport plan130+ thousand inhabitantsAnnual Programmes |
| **Root problem** | Living standardsHabits and opportunities of car use | Policymakers attitudeCoordinationHabits, attitudes | Not reliable public transport (buses) | Quality of life | Changing people mentality towards public transport (from individual cars) |
| **Stakeholders** |  |  |  | Citizen associationsMobility Advisory Board23 municipalities + Valladolid (legal personality) | Local communitiesCompanies providing transport servicesCitizens |

## Formulation of deep causes and challenges

1. How to improve living standards with better transport and mobility solutions for everyone (reduced commuting time, access to education, work, public services)?
2. How to transform economical risks of low carbon economy into opportunities (employment…)?
3. How to encourage public engagement by public authorities?
4. How to integrate fragmented policies, instruments, actions, initiatives into common public transport systems?
5. How to influence the citizen behavior in favour for environment friendly means of transport?

## list of GPs needed and their specification

1. We are looking for a good practice which addresses the issue of improving living standards with better transport and mobility solutions for everyone (reduced commuting time, access to education, work, public services), including following elements:
* Rural areas
* People with mobility problems
* Holistic approach to mobility (whole route covered from A to B), information
* Policy mix including transport/mobility and economic development dimensions etc.
* Establishing fares for public transport with the principle of accessibility for all
* Funding sources
1. We are looking for a good practice which demonstrates how to transform economical risks of low carbon economy into opportunities (employment…), possibly recognising the challenge in the spatial planning (e.g. new housing areas having space for trams/electric buses) and investments as well as funding sources.
2. We are looking for a good practice which shows how to encourage the public engagement by public authorities, including following elements:
* Ideas of tools and methods of public engagement (e.g. citizen panel, participatory budget, crowdsourcing and co-creation methods)
* Ways of stimulating the process of learning new approach by policy makers (e.g. EUROCITIES network)
* Funding sources
1. We are looking for a good practice which demonstrates how to integrate fragmented policies, instruments, actions, initiatives into common public transport systems, comprising following elements:
* Ways of involving independent actors/decision makers into joint activities (e.g. joint metropolitan card, PEKA from Poznań)
* Ways of communication among neighbouring communities, other stakeholders working in the transport/mobility related initiatives
* More efficient and integrated communication channels for different initiatives of mobility related nature
* Funding sources
1. We are looking for a good practice which is focused on how to influence the citizens behaviours in favour for environment friendly means of transport, including following elements:
* Incentivises for people who choose car as a first mobility choice,
* Ways of targeting the activities oriented to behavioural transformation (eg. Bentheim schools oriented actions)
* Nudging and social labelling (e.g. AUTh experience)
* Direct consultations with citizens providing tailor-made solutions for sustainable mobility (e.g. AUTh experience, Bentheim call centre)
* Funding sources