



SMARTA-NET in-country training

Summary Report on the third module “Sustainable Mobility Planning”



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1. Introduction

Over the period April to June 2024, SMARTA-NET implemented the third round of training sessions in 11 sites in 10 target countries. Following the methodology set by TIS (Task 4 Coordinator), the training focussed on Sustainable Urban Mobility Plan (SUMP), based on the handbook on integrating rural mobility aspects in SUMP design, which TIS, as task leader, is developing. This document identifies the main challenges and opportunities for mainstreaming rural mobility aspects in SUMP design and provides recommendations to address these challenges.

The learning objectives of the training are closely aligned with the handbook and for that reason the training guidelines, which are described in the following paragraphs, were inspired by the handbook.

The SUMP concept and its technical details were introduced at the beginning of the training, keeping in mind participants who are not familiar with SUMP. The difference in planning paradigms introduced by SUMP, compared to former transport planning methodologies, was highlighted. Then, the SUMP process was described, detailing each of the twelve steps within the four phases of the plan.

Some practicalities regarding the plan implementation were also presented, as well as the policies and requirements at the European level aimed at promoting broad adoption of this planning tool. After this introductory and broad section about SUMP, the training focused on the specificities of small and medium cities and towns, considering that there is already a specific topic guide addressing their specific needs and idiosyncrasies.

As the needs of rural territories are not directly addressed in the SUMP guidelines and existing topic guides, the training then focused on providing insights on how SUMP can be more rural-sensitive. The concept of rural proofing was introduced and applied to the SUMP development process.

The concepts acquired during this expository part were then put into practice in the workshop phase. Three workshops were proposed by the leading team at TIS, covering three of the four steps of the SUMP cycle, with a focus on the rural perspective and the participatory process that is usually required.

This training structure was suggested to the trainers, but flexibility was given for each trainer to change and adapt the training structure to their context. This is especially relevant in the workshop part, which tend to be more difficult to replicate given the local context, and the professional and cultural differences.

This Report provides a comprehensive overview of the sessions held, based on the post-event reports prepared by trainers. Furthermore, this document summarises the key aspects about (i) the train-the-trainer sessions; ii) the customisation done to adapt the session to the unique contexts of each Lighthouse Site (LS), ensuring relevance and engagement within the local communities, and the contributions from the LS in the delivery of the training; and (iii) valuable feedback received from the trainers.

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The Report summarising participants’ feedback on the third training session is reported as Annex I.

2. Train-the-trainer and training follow-up

2.1. Train the trainer sessions

The train-the-trainer sessions were held on April 11th and 15th. The recordings of the first session were made available for post-training viewing for those who, for any reason, were unable to participate in any of the sessions.

The first train-the-trainer session was conducted by André Freitas and Tiago Pina from TIS, and the second session was delivered by Luciana Pereira and Tiago Pina, from TIS.

Table 1 below shows the trainers and facilitators who participated in the different train-the-trainer sessions.

Table 1 | Train the trainer sessions of Module 3

Trainer / Facilitator name	Date	Country
Andrea Lorenzini (Facilitator)	15/04/2024	Italy
Anita Baltace (Facilitator)	11/04/2024	Latvia
Brendan Finn (Facilitator)	15/04/2024	Ireland
Carmelo Rivero (Trainer)	15/04/2024	Spain
Claudio Mantero (Trainer)	11/04/2024	Portugal
Daša Farčnik (Trainer)	11/04/2024	Slovenia
Drazen Vinscak (Trainer)	15/04/2024	Croatia
Elena Bargagna (Trainer)	11/04/2024	Italy
Eleonora Ercoli (Facilitator)	11/04/2024	Italy
Holger Jansen (Trainer)	11/04/2024	Germany
Janis Sijats (Facilitator)	11/04/2024	Latvia
Jaroslav Martinek (Trainer)	15/04/2024	Czechia
Karl-Heinz-Schoon (Facilitator)	11/04/2024	Germany
Lajos Dorner (Trainer)	15/04/2024	Hungary
Louise Weir (Trainer)	15/04/2204	Ireland
Maria Siti (Trainer)	15/04/2024	Greece
Mayur Gowdakumargowda (Trainer)	11/04/2024	Austria
Raitis Sijāts (Trainer)	11/04/2024	Latvia
Raluca Atanassov (Trainer)	15/04/2024	Romania
Roger Torrell (Facilitator)	15/04/2024	Spain
Susana Aladro (Facilitator)	15/04/2024	Spain

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2.2. Training Events

The training events have been held at all the lighthouse site except France, as shown in **Errore. L'autoriferimento non è valido per un segnalibro..**

Table 2 | List of the training events of module 3 already held.

Country	Trainer / Facilitator name	Date	Place (municipality)
Austria	Mayur Gowdakumargowda	21/05/2024	Lienz
Czechia	Jaroslav Martinek / Adela Pixová	11/06/2024	Borovany
Croatia	Drazen Vinscak	12/07/2024	Jastrebarsko
Germany	Holger Jansen / Karl-Heinz-Schoon	16/04/2024	Mainz
Greece	Maria Siti / Marina Michailidou	14/06/2024	Rethymno
Hungary	Lajos Dorner	05/09/2024	Siófok
Ireland	Louise Weir / Brendan Finn	23/04/2024	Ballina
Italy	MemEx team	26/06/2024	Terni
Latvia	Anita Baltace / Raitis Sijāts, Edgars Ražinskis	30/04/2024	Ādaži Municipality, (Carnikava)
Portugal (Alentejo)	TIS team	22/04/2024	Beja
Portugal (Madeira)	Claudio Mantero	30/04/2024	Porto Moniz
Romania	Raluca Atanassov / M. Radulescu	04/07/2024	Ramnicu Sarat
Slovenia	Daša Farčnik, Eva Marčič	16/10/2024	Velenje
Spain	Factual Consulting	20/05/2024	Barcelona

Due to the unavailability of trainees during the spring and summer period in Slovenia, which coincides with the peak tourist season, the third module training session was postponed to the fall, a few weeks before the final module. This rescheduling aimed to ensure higher participation, which proved effective, as shown in Table .

Module 3 is scheduled to be held in Lyon, France, on December 18th, alongside Module 4.

2.3. Participation in the training sessions

The number of participants varied among countries, as shown in Table 3.

Higher participation was observed in Spain and Latvia, consistent with previous training sessions. In contrast, participation in Austria, Croatia, Italy, and Germany was particularly low, with only five or less participants and fewer than five different municipalities or organizations represented in each country.

In the other countries, small variations were observed from session to session, but consistently, the attendance was between 10 and 20 participants.

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Table 3 | Participation in the module 3 training sessions

Country	Number of participants	Number of municipalities
Austria	5	3 municipalities
Croatia	3	2 municipalities
Czechia	11	7 municipalities
Germany	5	4 municipalities
Greece	13	5 municipalities
Hungary	9	4 municipalities
Ireland	18	6 municipalities
Italy	5	2 municipalities + 2 organisations (other)
Latvia	23	5 municipalities
Portugal - Alentejo	11	4 municipalities + 4 county councils + 1 NGO
Portugal - Madeira	12	6 municipalities
Romania	13	5 municipalities
Slovenia	19	3 municipalities + 9 organisations (other)
Spain	22	7 municipalities, 7 counties, 2 provincial councils, 5 mobility area authorities and 1 region
TOTAL	169	94 organisations

3. Summarising observations for the upcoming training sessions

All trainers reported being satisfied with the training content and structure, stressing the quality and detail of the guidelines. However, some trainers found the theoretical segment dense and challenging to deliver in such a short time.

Most of the training adaptations made by the trainers aimed at improving concision of the lecture part, contribute to a more interactive and dynamic training and foster participation and interaction in the workshop part.

Due to local time constraints some training sessions were held in a shorter time than proposed. For that reason, the contents and number of activities also had to be reduced.

The workshop part remains highly appreciated in some countries. It is specially the case in Portugal (both Madeira and Alentejo), Spain, Greece, and Romania. In these countries trainers have been asking for more time for workshops and discussions. In other countries, trainers generally highlighted the importance of the guidelines and good practice examples. This different approach and perception might be due to cultural reasons.

For the upcoming training events, especially for the next module on “Funding and Finance opportunities,” the flexibility to modify the presentations and training structure will be

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reinforced, as it has proven to be the correct approach. This is crucial since it is difficult to find a one-size-fits-all method that addresses cultural differences and local contexts.

The invitation of external experts/speakers has already been successfully implemented in Portugal, Spain, Czechia, and this time in Ireland and Latvia. This option might be reinforced for the next training and is also suggested by some trainers. In some cases, the participants could also be involved as experts that can contribute to the training material during these training events.

Although trainers have been asked to promote in-person training sessions, it might be considered to allow hybrid or online training sessions in some countries where we have struggled to ensure good participation, as it was the case in Austria. The issue is that sometimes a participant is not able to commit the full day away from the office, especially those who also travel and stay over the night before. A hybrid session would allow them to join for at least part of the meeting.

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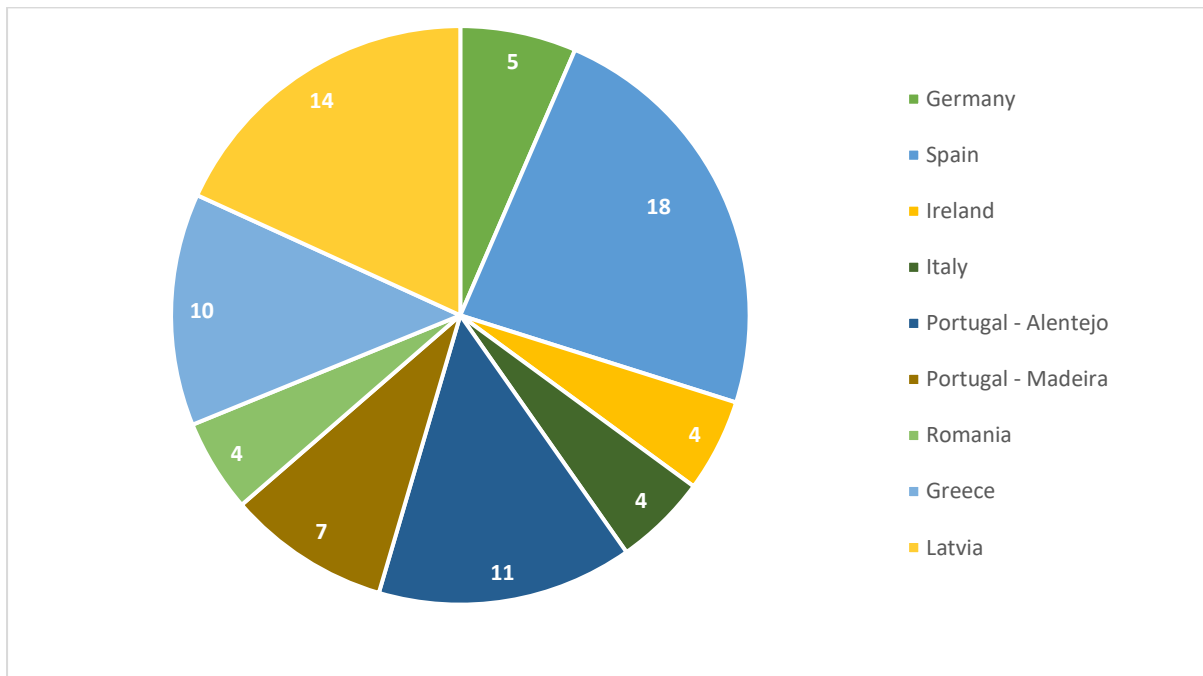
ANNEX I: Participants feedback report

Third round on Sustainable Urban Mobility Plan

Introduction

For the second round of trainings on Sustainable Mobility Planning, we received 77 answers to the satisfaction questionnaire, spread across 8 countries. Find below the division per country.

Figure 1: Numbers of answers received per country.



Participants, at the end of the training session, were asked to fill out a brief survey (in Annex) aimed at evaluating the training. Participants could access the survey via link, or QR code, and fill it out online or ask for a printed version. The following sections of the report will summarise the feedback provided, as well as suggestions forwarded by the participants for the improvement of the training.

General Feedback

Participants were asked to assign a value from 1 to 5 (1 = very negative/totally disagree, 5 = very positive/totally agree) to questions and elaborate with comments. Furthermore, the survey presented two open questions to provide participants with the opportunity to share suggestions for improvement.

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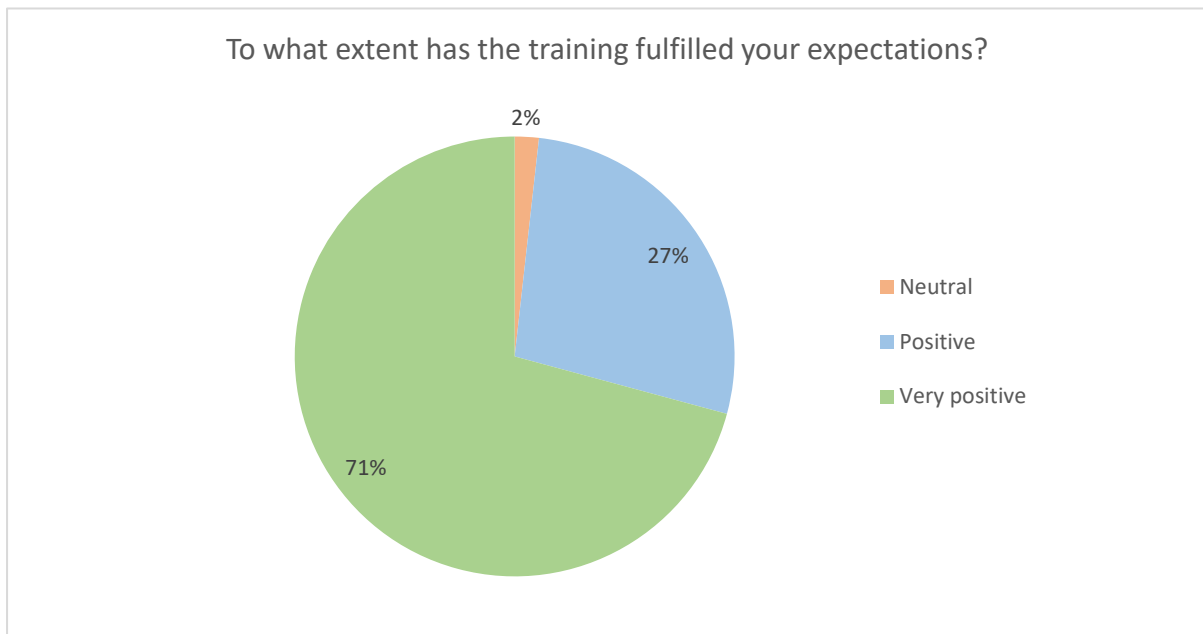


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On the training content

Figure 2: Evaluation of overall satisfaction.



The third session of trainings generated a higher satisfaction rate than the previous training, therefore meeting the expectations of participants who, consequently indicated that they are likely to attend the next session of the SMARTA-NET trainings.

Participants provided positive feedback on the training, appreciating the exchange of ideas, various approaches, and the informative and useful content. They valued the clear and engaging presentations. Networking opportunities and insights into sustainable considerations were also highlighted. While some participants felt the time was too short to cover all topics thoroughly, the overall theme and documentation were found to be interesting and well-prepared. The training was seen as essential for understanding and constructing mobility plans, with participants finding the discussions and real-life examples particularly beneficial. A few noted that having more participants would have enhanced the discussions, and some suggested more dynamic content in certain areas.

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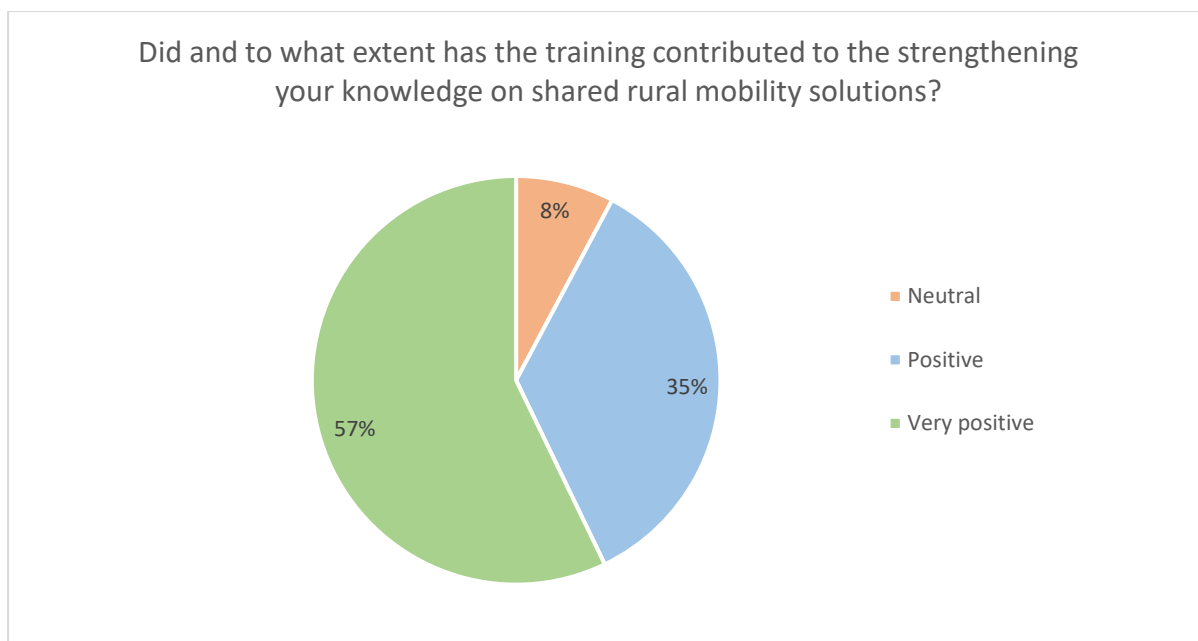


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Figure 3: Evaluation of added value of the training session.



Participants provided mixed feedback regarding the training content. They appreciated the integration of various sustainable mobility planning topics and learned new applied practices and concepts, especially regarding SUMP. Some found the training did not deepen their existing knowledge significantly, while others valued the positive insights and practical examples from across Europe. The training was seen as useful for gaining perspectives, sharing experiences, and understanding different realities and challenges in mobility. However, a few participants wished for more in-depth presentations on specific topics, like bike networks and parking, and expressed the need for more effective examples and solutions. Overall, the sessions allowed for constructive exchanges and increased awareness of sustainable mobility planning.

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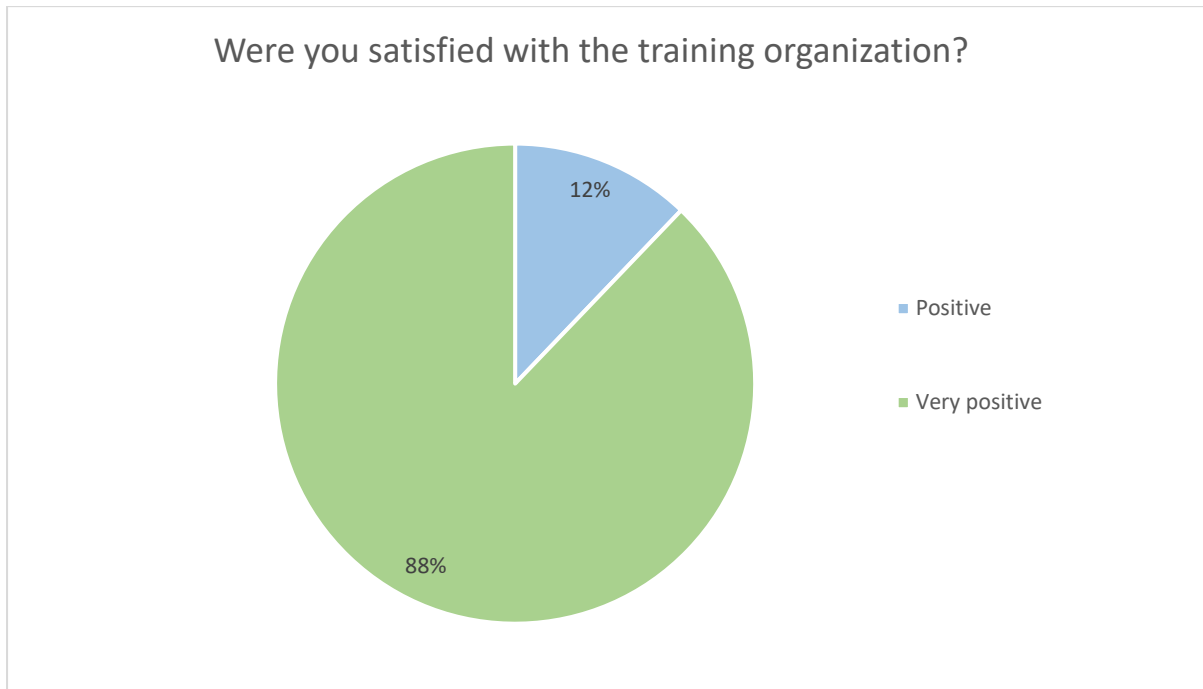


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On the organisation

Figure 4: Evaluation of satisfaction with the training organisation.



Participants were very satisfied with the organisation of the trainings, with regards to venue, refreshments, and travel. The third session of trainings shows an improvement in overall satisfaction with the organisation as compared to the first two sessions.

The various trainers were found to be generally very competent with a positive satisfaction evaluation. Find below a table summarising the average score of the trainers, per country, with additional comments shared by the participants.

Table 4: Evaluation of the trainers.

COUNTRY	OVERALL SATISFACTION	COMMENTS
Germany	4,6	<ul style="list-style-type: none"> Well-founded statements with lots of background information Knowledge of the network You can notice the many years of (practical) experience
Spain	4,7	<ul style="list-style-type: none"> Experts clearly working in their field, presenting understandable and practical content
Greece	5	<ul style="list-style-type: none"> Excellent and highly effective trainer Very communicative and knowledgeable Good at imparting knowledge and addressing all parameters clearly

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		<ul style="list-style-type: none"> Keeps interest active, provides ideas and reflections Facilitates proposals and contacts for future collaborations
Ireland	4,8	<ul style="list-style-type: none"> Organised, informative, and easy to work with Excellent, well-prepared, and high-standard delivery with group interaction Clear, concise, interesting, and experienced
Italy	5	n/a
Latvia	4,7	n/a
Portugal - Alentejo	4,6	<ul style="list-style-type: none"> Good technical and teaching skills Very familiar with the topic and comfortable with workshop dynamics
Portugal - Madeira	5	<ul style="list-style-type: none"> Knowledgeable and able to captivate Clear, friendly, and well-informed about mobility issues Excellent communicator with extensive knowledge
Romania	5	<ul style="list-style-type: none"> Relevant and interactive presentation Provides serious arguments Engages the audience with the reality of current issues

Suggestions

The last section of the questionnaire provided participants with the opportunity to give suggestions with regards possible improvements to the trainings and further topics they would like to explore in the following sessions.

On topics

With regards to topics that participants would like to be further explored in the following sessions:

- Conduct workshops on gender perspective
- Allow for deeper exploration through monographic sessions
- Provide more time for practical examples and case studies, especially in topics like bicycle mobility and practical cases
- Request more time for specific modules or final workshops
- Discuss planning and management of mobility in various contexts, including low-density areas
- Include more practical examples for monitoring mobility

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- Present more successful case studies to derive ideas for low-density territories
- Review existing mobility plans and discuss their gaps

On other

Following, a list of suggestions to improve the trainings:

- Include more elected officials or relevant stakeholders in participation - Invite regional authorities alongside local entities for broader participation
- Organise multi-day workshops with on-site visits to points of interest
- Increase time for debates and practical exercises
- Provide additional time for in-depth exploration of topics and practical exercises
- Ensure better time management to avoid sessions running over
- Consider scheduling workshops (i.e. participatory exercises) midway through sessions rather than at the end
- Offer more workshops with realistic scenarios applicable to participants' territories

Conclusion

In conclusion, the feedback from participants in the third round of the Sustainable Mobility Planning training sessions indicates a generally very positive response to the content and organisation of the programme. The training effectively facilitated exchanges among professionals, fostering a deeper understanding of sustainable mobility planning principles and practices. While participants praised the clarity and relevance of the presentations, some suggested more in-depth coverage of specific topics like bicycle networks and parking solutions. The trainers were highly regarded for their expertise and ability to communicate effectively, enhancing the overall learning experience.

Suggestions for enhancement include increasing interactive elements, dedicating more time to practical exercises and discussions, and offering workshops that address real challenges in sustainable mobility planning, related to their own territory

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ANNEX II: Evaluation form

SMARTA-NET, sustainable rural mobility for resilience in support of ecotourism

Evaluation Form

Sustainable Mobility Planning

Dear Participant,

We would like to hear your opinion about the third training session, on Sustainable Mobility Planning, you have attended. Therefore, we would kindly ask you to answer a few questions.

Check your desired option and answer the open questions (where required):

1 = very negative/totally disagree, 5 = very positive/totally agree

1. In which country did you participate in the training on sustainable mobility planning?

Drop down menu:

{Austria, Croatia, Czechia, France, Germany, Greece, Hungary, Italy, Ireland, Latvia, Portugal, Romania, Slovenia, Spain, Sweden}

2. To what extent has the training fulfilled your expectations?

1 2 3 4 5

i. Please elaborate on your choice.

3. How likely will you attend the following SMARTA-NET trainings?

1 2 3 4 5

4. Were you satisfied with the training organization (venue, refreshments, travel)?

1 2 3 4 5

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i. Please elaborate on your choice.

5. Did the training have networking value? Did you meet professionals you usually do not meet?

1 2 3 4 5

6. What is your opinion on the balance between workshops and presentations?

1 2 3 4 5

i. Please elaborate on your choice.

7. Were you satisfied with the level of materials used during the training?

1 2 3 4 5

i. Please elaborate on your choice.

8. Did and to what extent has the training contributed to the strengthening your knowledge on sustainable mobility planning?

1 2 3 4 5

i. Please elaborate on your choice.

9. How do you rate the level of the trainer?

1 2 3 4 5

i. Please elaborate on your choice.

10. Which topics did you miss during the training?

{open question}

11. Do you have any suggestions to further improve the training?

{open question}

Thank you!