Deliverables Local Seminar- D.T2.3.2

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1 Introduction

This document summarizes the activity to implement Local Seminars at each territorial partner. In this process, the Work Package Lead (WP-Lead), Vienna University of Technology (VUT) provided a common *prototype agenda*, which had to be referred to by each project partner. Based on this, each partner structured its seminar upon their own preconditions, focus, and so on.

Considering the volume of the content and an empirical fact that too much content within one-day does not bring about good outcomes, the seminar is divided into two parts (Part 1 and Part 2). Each partner was given a choice of:

- Organizing 1 seminar that consists of Part 1 on Day 1 and Part 2 on Day 2 on adjacent days;
- Organizing 2 separate seminars.

This document is structured as below: first, the prototype agenda is presented in the Section 2. In the Section 3, seminars implemented at each territorial partner are summarized. This section received contributions from the contributors as listed above, with a template provided by the WP-Lead. In Section 4, we conclude this.

Of note, this compilation document encompasses 7 deliverables foreseen in the project: the 7 subsections under Section 3 correspond to the 7 deliverables.

2 Prototype Agenda

The following "Porotype Agenda" was prepared by Vienna University of Technology and sent to the partners on 29 August 2018.

2.1 Structure of Prototype Agenda

Date: ____, 2018

Venue: ...

Language: Local language of each PP. If VUT is invited, you may have to arrange an interpreter.

Note: this is a prototype agenda which is intended to provide territorial project partners (non-universities) to make its own agenda based on this. Nevertheless the WP-Lead recommends to include the suggested points

Main target groups are persons working in the domain of mobility and transport from following stakeholder groups:

- Municipalities (especially departments dealing with spatial planning and transport);
- Regional governments (especially departments dealing with spatial planning and transport);
- Local transport planning/engineering office;
- Mobility managers at companies and schools;
- Public transport operators;
- Interest groups, NGOs, etc.

The local seminar will have to consist of 2 parts (Part 1 and Part 2). To make it in line with the Application Form, the seminar must be in a form of 2-day seminar. It can be organized as:

- 2 x 1-day seminar on separate dates, or
- 2-day seminar on adjacent days, with 1st day with Part 1 and 2nd day with Part 2.

We will recommend to limit the participants to about 12 to 15 persons to keep the quality of the seminar.
Part 1 is constructed so that each PP can organize it without any technical input from VUT. Part 2 can have some technical input from VUT. This means that, if you invite VUT, VUT's participation should be considered for Part 2.

2.2 Prototype agenda for Part 1

2.2.1 Prototype agenda

Part 1 is intended to recap the highlights of the Vienna seminar, and for problem identification related to local mobility.

Total duration: about 3 to 4 hours without break. Each partner should insert break as appropriate.

Topic	Format	Duration	Who prepares this content?	Mandatory
Greetings	Lecture	10 min	**Each PP**	**Y**
Introduction of participants	Roundtable	10 min	**Each PP**	**Y**
Introduction of SMART COMMUTING project	Lecture	5-10 min	**Each PP**	**Y**
Result of local SWOT analysis (output of WP_T1)	Lecture	15 min	**Each PP**	**Y**
In-depth status-quo analysis of commuter mobility *See "Tasks" below*	Workshop, 4 groups, at least 3 people in each group	60 min	**Each PP**	**Y**
Presentation of status-quo analysis **Method: Flipchart paper and post it**	Lecture by each group	20 min (5 min each)	**Each PP**	**Y**
Identification of general local transport problems per mode – Group discussion *See "Tasks" below*	Workshop, 4 groups, at least 3 people in each group	45 min	**Each PP**	
Presentation of identified local problems **Method: Flipchart paper and post it**	Lecture by each group	20 min (5 min each)	**Each PP**	
Summary of outputs for Part 2	Lecture by PP	10 min	**Each PP**	**Y**

2.2.2 Outputs to be used in Part 2

(a) Result of status-quo analysis with identification of current weaknesses in commuter mobility;

2.2.3 Tasks

2.2.3.1 Status-quo analysis

(1) Define 5 to 7 places in your FUA where many daily commuters are originating (residential area, municipalities nearby, etc.).
(2) Select 4 employers and schools, and analyse the following points. Try to select employers and schools with different characters (e.g. operating hours, location, etc.). One employer/school per group.
    (a) Travel possibility and travel time from the defined origins to the employer during commuting time by different modes (walking, cycling, public transport, car);
    (b) Travel possibility and travel time between selected workplaces and the following places by different modes (walking, cycling, public transport, car):
        - City center;
        - Shopping facilities for everyday needs (e.g. supermarkets);
        - Kindergarten and elementary schools (parents dropping off/picking up kids).
(3) Answer to the following questions:
    (a) Which data is available now, and which data not? What kind of data collection is needed to understand the problem better?
    (b) What are the key weaknesses of the commuter mobility with regard to point (a)?
        i. Can a commuter coming from neighbouring municipalities commute to the company/school by public transport, bicycle or on foot?
        ii. Do the timetable and the working hours of employer match so that commuters can make use of trains/buses?
    (c) What are the key weaknesses of the commuter mobility with regard to point (b)?
        i. Can a commuter who has to bring their children to kindergarten before work do this by means of walking, cycling and/or public transport?
        ii. Can a commuter who wants to visit city center after work can do this by walking, cycling and/or public transport?
        iii. Can a commuter who has to go to grocery store after work do this by walking, cycling and/or public transport?

2.2.3.2 General local transport problems

Discuss general local transport problems subdivided by modes in your FUA using the map. Write them on sticky-notes (post-it) and put them on the map.

- Group 1: Walking, including walkability of streets
- Group 2: Cycling, including cicyleability of streets
- Group 3: Public transport (bus, train, tram, etc.) including service hours and frequency
- Group 4: Motorized traffic (car, motorbike)

2.3 Prototype agenda for Part 2

2.3.1 Prototype agenda

The Part 2 is dedicated to think about a solution for the local problems identified in Part 1. Through this process of combining Part 1 and Part 2, we aim to have a common understanding of the problem and an idea for an optimal solution.

Total duration: about 3 hours without break. Each partner should insert break as appropriate.

Topic	Format	Duration	Who prepares this content?	Mandatory
Greetings	Lecture	10 min	**Each PP**	(if not taking place on adjacent days to Part 1)
Introduction of participants	Roundtable	10 min	**Each PP**	(if not taking place on adjacent days to Part 1)
Introduction of VUT	Lecture	15 min	**VUT if present**	If VUT is present
Definition of mobility and transport; Understanding human travel behaviour	Lecture	30 min	**VUT if present, if not each PP**	**Y**
Recap status-quo analysis and general local transport problems per mode from Part 1	Lecture	15 min	**Each PP**	**Y**
Recap analysis result from Vienna seminar: 300/600 m circle around public transport stop See *Task 1* below	Lecture	15 min	**Each PP**	**Y**
Group discussion: how to overcome local problems with commuter mobility See *Task 2* below	Workshop	60 min	**Each PP**	**Y**
Presentation results from group discussion	Lecture	30min (7-10 min each group)	**Each PP**	**Y**

2.3.2 Tasks

2.3.2.1 1. Recap analysis result from Vienna seminar (300/600m public transport)

This makes use of the results from the Vienna seminar. Summarize the work that you did in Vienna with the two topics, and present the result to the participants.

Preparation:

- Map with the 300/600 m circles that you made in Vienna;
- You will need some extra works on it: highlight areas with different colours by frequency;
    - Green → Served by very frequent services (every 20 min or shorter interval in peak time);
    - Yellow → Served by somewhat frequent services (one service every 20 to 60 minutes);
    - Red → Served by infrequent services (less than one service every 60 minutes);
- Alternatively you can use GIS (Geographic Information System) or any other types of software;
- You may prepare a new map;

For PP Szolnok: please carry out these assessments that other partners did in Vienna on your own before the local seminar, as none of you participateed in the Vienna seminar.

2.3.2.2 2. Group discussion: how to overcome local problems with commuter mobility

Preparation:

- Copy of Deliverable D.T1.2.1 Transnational Strategy;
- List of local weaknesses in commuter mobility that are identified in Part 1;
- Available mobility data (household travel survey, traffic counts, employee/pupil mobility survey);

Task: Subdivide participants into at least 4 groups (c.a. 3 persons each), then let them decide which selected weaknesses/problems they want to work on. (One weakness/problem is discussed only in one group.) Discuss following points:

- Spatial planning:
    - Which part of the city/FUA will have a commuting problem if developed as industrial areas, office areas, residential areas, etc.? Which part of the city/FUA should not be assigned for future development to avoid commuting problems in the future?
    - Which part of the city/FUA should be assigned for future urban development so that there will be no commuter problem?
    - What kind of local regulation or guideline will be needed to avoid current commuting problems in the future?
        - Land use regulation; Regulation about location; Distance to public transport; placement of bicycle parking; cost of parking; etc.
- Public transport (bus, rail):
    - How can the current timetable be adjusted to match the needs of commuters?
    - How can the bus lines adjusted to match the destinations of commuters?

- Where should be additional or relocated bus stops to enable commuters to use buses from home to work?
- How can you increase the quality of public transport vehicles, bus stops (areas and walkways around bus stops, cleanness, safe feeling perceived by passengers, weather protection, attitude of drivers, etc.)
- What kind of ticket offer is needed to attract commuters to use public transport? (monthly/annual pass, etc.)
- How can the information about public transport be transmitted to the residents (municipalities, public transport operators, employers, etc.?)

2.4 Important Notes common to both parts

- All points marked "Y" in the column "Mandatory" are mandatory for all territorial (non-university) PPs.
  - Greetings and Introduction of participants in Part 2 can be omitted if the two parts are organized on adjacent days.
- Please do not forget: Participant List, Group Photo and Minutes!
  - Do not forget to put your LOGO!

3 Implementation at territorial partners

3.1 Municipality of Rimini

3.1.1 Key Data

Date	Part 1: 25/10/2018 Part 2: 30/11/2018
Place	Innovation Square Corso d'Augusto, n. 62-Rimini
Number of participants in total	Part 1: 15 Part 2: 15
Key participants	• Public Authorities • Transport and Mobility Service Suppliers • Large Employers and schools • Group of interest

3.1.2 Agenda

SEMINAR

(Local Seminar D.T2.3.2)

"Smart Commuting"

Program Interreg-Central Europe

The Municipality of Rimini is pleased to welcome you at the Local Seminar of the European Project Smart Commuting. It's the occasion to check the work progresses on mobility, open a wide discussion on the improvement of quality life in FUA

PROGRAM

Giovedì 25 ottobre

11.00 – 11.30

- Welcome and opening speeeches
- Working group Smart Commuting of the Municipality of Rimini
- Pums (Urban Plan On sustainable mobility)

Ing. Silvia Bertoni – Mobility Office - Municipality of Rimini

11.30 – 13.30

work -shop (4 groups of 3 people)

- Presentation of partecipants
- Introduction of smart commuting projects
- Status -quo of commuter mobility
- Identification of general transport problems

13.30– 14.30

- Presentation of Status -quo of commuter mobility
- Presentation of identification of general transport problems
- Summary of uotputs

Martedì 30 Ottobre

9.00– 10.00

- "FUA-Functional Urban Area"
- Risultts of SWOT Analysis in Smart Commuting
- Presentation of results from workshop in Vienna (may 2018)

Arch. Emanuele Moretti – Mobility Office - Municipality of Rimini

10.00-11.00

- Synthesis of problems identified by groups

11.00- 12.00

- Questions and discussion

3.1.3 Short Description of the results

Local Seminars on 25 th and 30th October in Rimini aim to point out solutions on TLP (local public transport) in Rimini and its neighourhood. The 3 groups worked on Viserba, which is a neighbourhood in the northern area of Rimini, in which there is a big school center. They worked on maps. The final outputs of this Local seminar are some pilot actions summarized below:

3.1.3.1 Group 1:

- to create new bus stops far from school maximum 300 meters, and avoid bus stops nearby school, in order -to free streets from bus traffic,
- to create a new part of cycle lane in order to connect the existing cycle lane with school;

3.1.3.2 Group 2:

- to ask for a mobility manager in school;

- to postpone half an hour the time of exit from school of some classrooms in order to have space inside buses;
- to promote didactic projects together with municipality and the local agency of transport such as advertising campains and restyling of bus stop shelter,

3.1.3.3 Group 3:

- to promote the use of articulated buses to increase the capacity of transport in rush hours:
- to have a period of experimentation to rule access to parking areas near school
- The final outputs of these Local seminars are summarized below :
- To fight against the habit to park cars everywhere, even increasing parking fees, and reducing the parking period (maximun 3 hours);
- to promote the strategy of mobility management and traffic calming;
- to increase the utilization of sustainable public transport, to add bus passages at certain hours, aove all during rush hour for school mobility in Viserba;
- to promote car pooling, footbus and cyclebus;
- to promote flexible hour in schools in Viserba;
- The need of a special office for mobility management in each Municipality of the Province of Rimini, that works together with citizens in order to promote a sustainable city;
- To involve subjects that decide on public transport such as Start
- To create parking areas long away from the center of Rimini, and give visitors an alternative public transport from these parking points t the city center;
- to make advertising in order to promote sustainable ways of transport;

3.1.4 Photographs

Figure 1 Local Seminar in Rimini

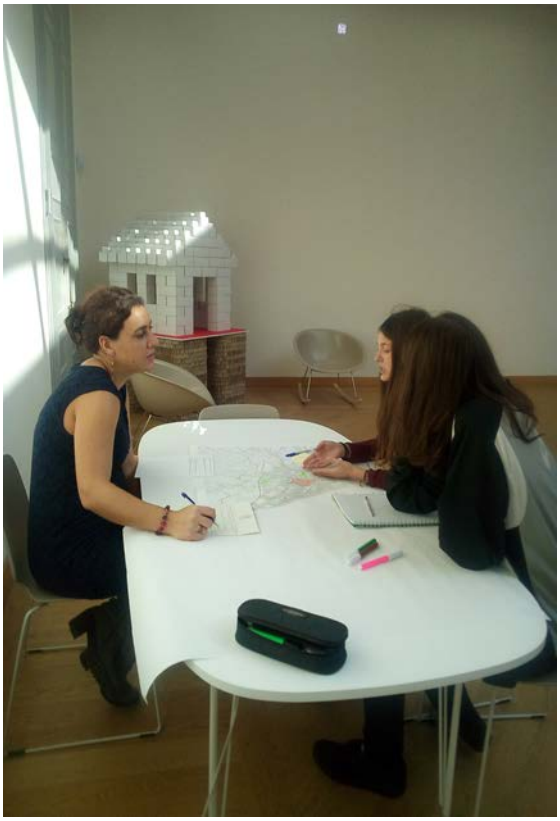

Figure 2 Workshop during the local seminar in Rimini

3.2 Koper

3.2.1 Key Data

Date	Part 1: 29. 11. 2018 Part 2: 29. 11. 2018
Place	Part 1: Koper, Primorska gospodarska zbornica Part 2: Koper, Primorska gospodarska zbornica
Number of participants in total	Part 1: 9 Part 2: 16
Key participants	• Municipality representatives • Public transport provider • Traffic engineer • Regional development agency • NGOs • Public communal service (parking authority) • Pupils • VUT representative

3.2.2 Your Agenda

LOCAL SEMINAR PROGRAM

- Location: Primorska gospodarska zbornica, Ferrarska ulica 2, Koper
- Date: 29. 11. 2018

1ST PART OF THE SEMINAR:

8:00 – 8:15	Registration
8:15 – 8:30	Introduction by the organiser and presentation of attended
8:30 – 8:50	Presentation of Smart Commuting project
8:50 – 9:30	Workshop: Analysis of daily commuting between home and workplace/educational centres
9:30 – 9:40	Presentatino of results
9:40 – 10:20	Identification of challenges regarding mode of transportation *Group work*
10:20 – 10:30	Presentation of results *Group work*
10:30 – 11:00	**Coffee break**

2ND PART OF THE SEMINAR:

11:00 – 11:10	Introduction by the organiser
11:10 – 11:20	Introduction of participants
11:20 – 11:30	Presentation of Vienna University of Technology *Tadej Brezina, VUT*
11:30 – 12:00	Definition of mobility; understanding human behaviour and travel choice *Tadej Brezina, VUT*
12:00 – 12:10	Recap: Analysis of daily commuting between home and workplace/educational centres
12:10 – 12:20	Recap of June seminar in Vienna
12:20 – 13:00	Introduction Tadej Brezina: Examples of best practices Group discussion: How to tackle local challenges in daily commuting?
13:00 – 13:10	Recap of results during group work in 1st part of the seminar
13:10 – 13:30	Presentation of mobility planning for single institution David Trošt, PNZ

3.2.3 Short Description

Local seminars hosted different stakeholders responsible for mobility planning and transport management in the FUA and region. Through presentation of project activities and instructions by project partner VUT we managed to guide the discussion in a way of how to improve accessibility by public transport. Participants also had a chance to exchange examples of best practices between municipalities, and rethink the approach of how to plan inter-urban connections.

Participants were presented with materials prepared during the SMART COMMUTING project analysis phase, and got better insight of statistical data related to commuter mobility. We discussed measures that will be included in the overall FUA SUMP process, and results of SWOT analysis, carried out in previous project steps.

General environment and climate of the workshop flow enabled a personal approach during the seminar and work in groups, and an opportunity to exchange practices of how mobility challenges was addressed on different levels of administrative territories.

A representative from VUT was also present. The local seminar was organized following the scenario VUT prepared for partners.

3.2.4 Photographs

Figure 3 Group work on accessibility with maps, markers, and sticky notes

Figure 4 Assessment of travel times by different modes and discussion about mobility in the region

Figure 5 Lecture by Tadej Brezina, VUT

3.3 Municipality of Velenje

3.3.1 Key Data

Date	Part 1: 18. 9. 2018 Part 2: 27. 11. 2018
Place	Part 1: Velenje – Vila Bianca Part 2: Velenje – Vila Bianca
Number of participants in total	Part 1: 28 Part 2: 35
Key participants	• Main regional employers • Public administrative representatives • Schools' representatives • Tourism sector representatives • External experts • Interested groups representatives

3.3.2 Agenda

1st seminar

9.45–10.00	Registration	
10.00–10.10	Greeting of the host and presentation of the project Smart Commuting	mag. Katarina Ostruh, MOV Breda Kolar, Vice mayor MOV
10.10–10.30	SWOT analasys and mobility behaviour in region	Nela Halilović, MOV
10.30–11.30	Workshop: identification of main traffic challenges in region	dr. Aidan Cerar, IPoP
11.30-12.00	Presentation of main outputs of workshop	Marko Peterlin, IPoP
12.00–12.30	Discusion	Marko Peterlin in dr. Aidan Cerar, IPoP

2nd seminar

9.45–10.00	Registration	
10.00–10.10	Greeting of the host and presentation of the project Smart Commuting	mag. Katarina Ostruh, MOV
10.10–10.20	Status quo – How we travel in our FUA? (modal split, main results of the survey)	Nela Halilović, MOV, mag. Katarina Ostruh, MOV
10.20–10.30	Main traffic challenges in region – presentation of results of 1st workshop	dr. Aidan Cerar, IPoP
10.30-11.40	Presentation and shaping the scenarios of further development	dr. Aidan Cerar, IPoP
11.40–12.15	Group work	dr. Aidan Cerar, IPoP, Katarina Ostruh, Nela Halilović

3.3.3 Short Description

With different stakeholders in region, we identified the challenges and scenarios in FUA and we started already talking about main measures on how to accomplish some scenario in future.

On first workshop, we presented the mobility characteristics of the region, followed by guided workshop on recognizing main challenges regarding mobility. Before workshop, an internal group of experts determined the main pillars of mobility in future regional SUMP: active mobility, PTT, Motor traffic, Cargo traffic, other. Building on that, the participants had to talk about the challenges they have to overcome in everyday mobility in diverse working groups. They grouped the challenges under the chosen pillars. We gathered the results on one board, followed by ranking the challenges.

As result of first workshop, the main challenges are:

1. Bad PTT connections – no possibilities during weekends, un-synchronized timetables … (21 points)
2. Cargo traffic in cities (12)
3. Bad cycling connections in region (8)
   Poor maintaince of roads (8)
4. No investments in train infrastructure (7)
   Bad PTT on regional level (7)

Between first and second workshop we prepared survey for commuters, with the aim of get deeper analysis of mobility behaviour in FUA. On second workshop at the beginning, we presented the main outcomes from survey results. Then the results of first workshop were briefly presented. Both was base for following workshop.

In diverse groups, the participants were discussing about the scenarios, with drawing method of predicting the modal splits. In second part of the workshop, they were talking about main measures to accomplish future modal split. Then they changed their tables two times with aim of ranking the desired measure.

At the end, they presented each scenario with proposals of measures.

Main results of workshop are:

- the future modal split according to the participants' opinion would lower the share of cars for commuting for 21%, the share of bikes and PT would raise for 5%, the share of pedestrians would stay the same,
- the measures to achieve such a modal split would be: closing of city centres for vehicles, restrictive traffic politics, carpooling, car sharing, P&R, new lines and better frequencies for PT, integration of tickets, lines, reserved for PT only, building of cycling infrastructure, bike sharing systems, promotional activities, new pedestrian lanes.

3.3.4 Photographs

Figure 6 Group work during 1st workshop

Figure 7 Grouping the challenges during 1st workshop

Figure 8 Ranking the challenges during first workshop

Figure 9 1st workshop: Collecting feedbacks from participants and grouping under pillars of mobility in Velenje FUA

Figure 10 1st workshop: Ranking the main challenges

Figure 11 Group work in 2nd workshop

Figure 12 Presentations at 2nd workshop

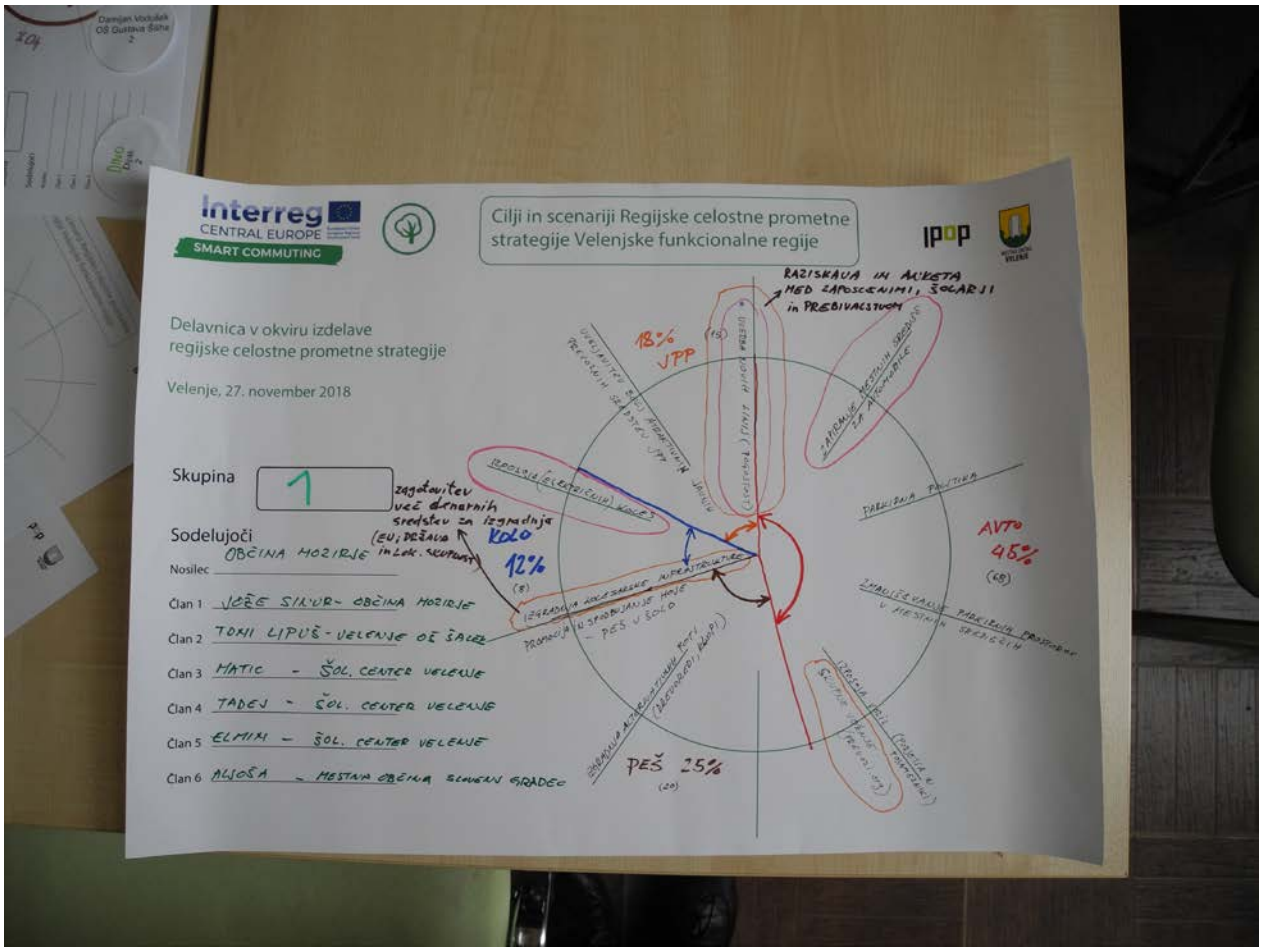

Figure 13 2nd workshop results of Group 1:

First group suggested that modal split in future will look like with measures:

- Motor traffic: 45 % Closing the city centres for traffic; Adopting the system for car sharing/pooling
- PTT 18 % New PTT service with higher frequency of rides
- Cycling 12 % New cycling infrastructure
- Walking 25 % Promotion

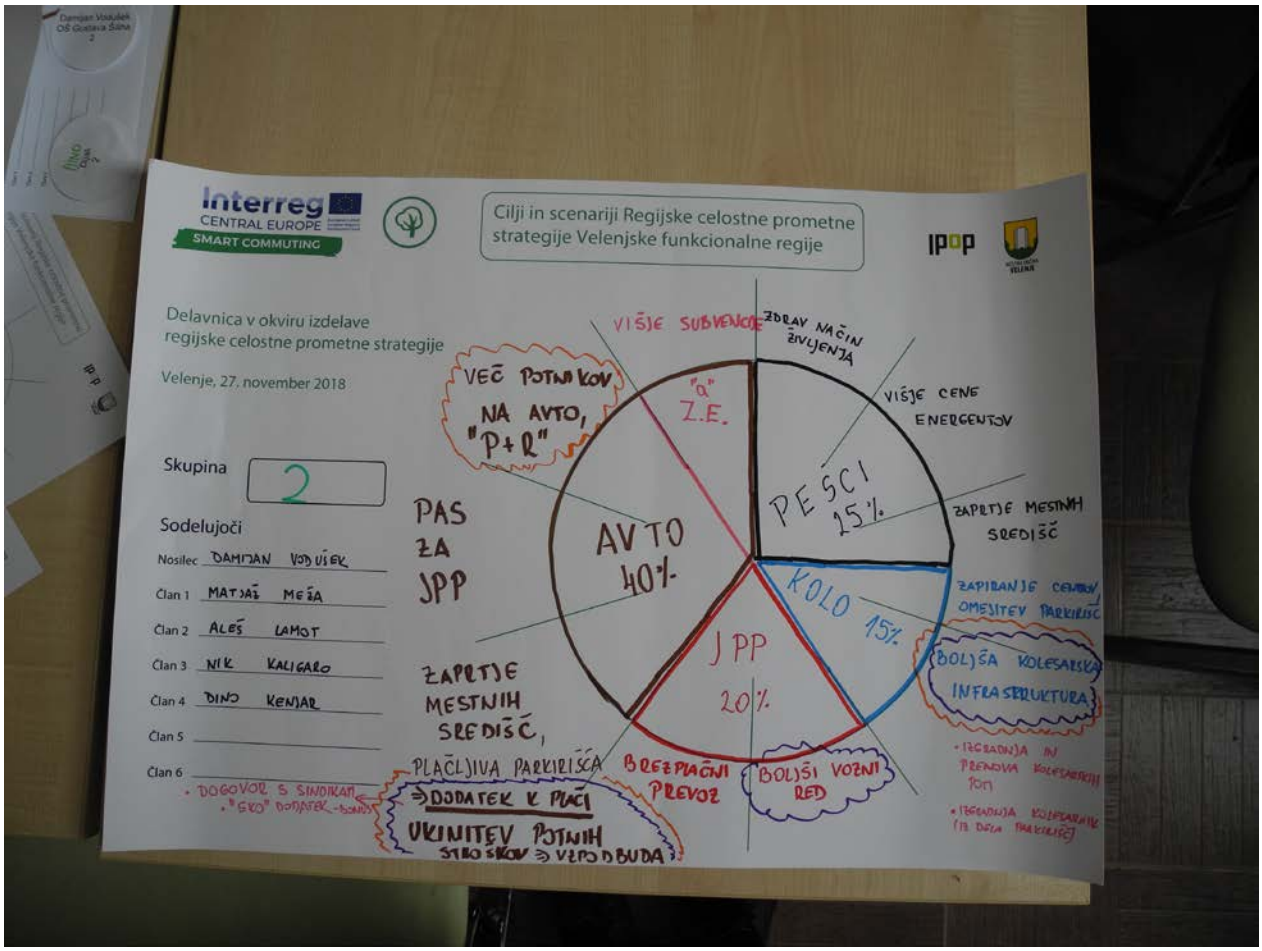

Figure 14 2nd workshop results of Group 2

Second group suggested that modal split in future will look like with measures:

- Motor traffic: 40 % Adopting the system for car sharing/pooling; P + R infrastructure; changing the travel expenses system in companies (adopting 'eco bonus')
- PTT 20 % New PTT service with higher frequency of rides
- Cycling 15 % New cycling infrastructure
- Walking 25 % Promotion

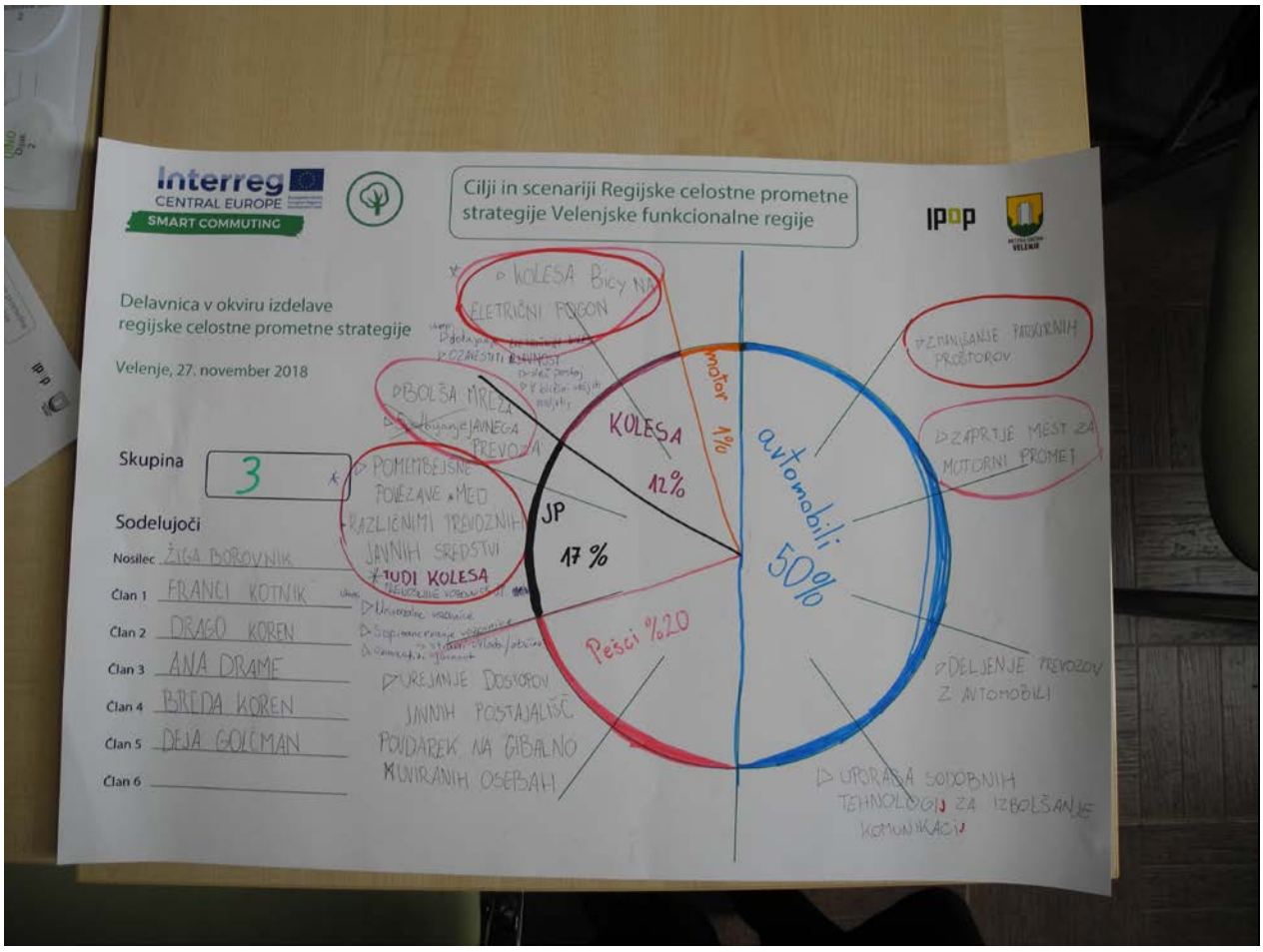

Figure 15 2nd workshop results of Group 3

Third group suggested that modal split in future will look like with measures:

- Motor traffic: 50 % Changing the parking policy; Closing centres for motor traffic;
- PTT 17 % New PTT service with higher frequency of rides; Integrated PTT ticket for different means of transport;
- Cycling 12 % Electrifying Bike share system;
- Walking 20 % Arranging safe bus stops;
- Motor Bike 1 %

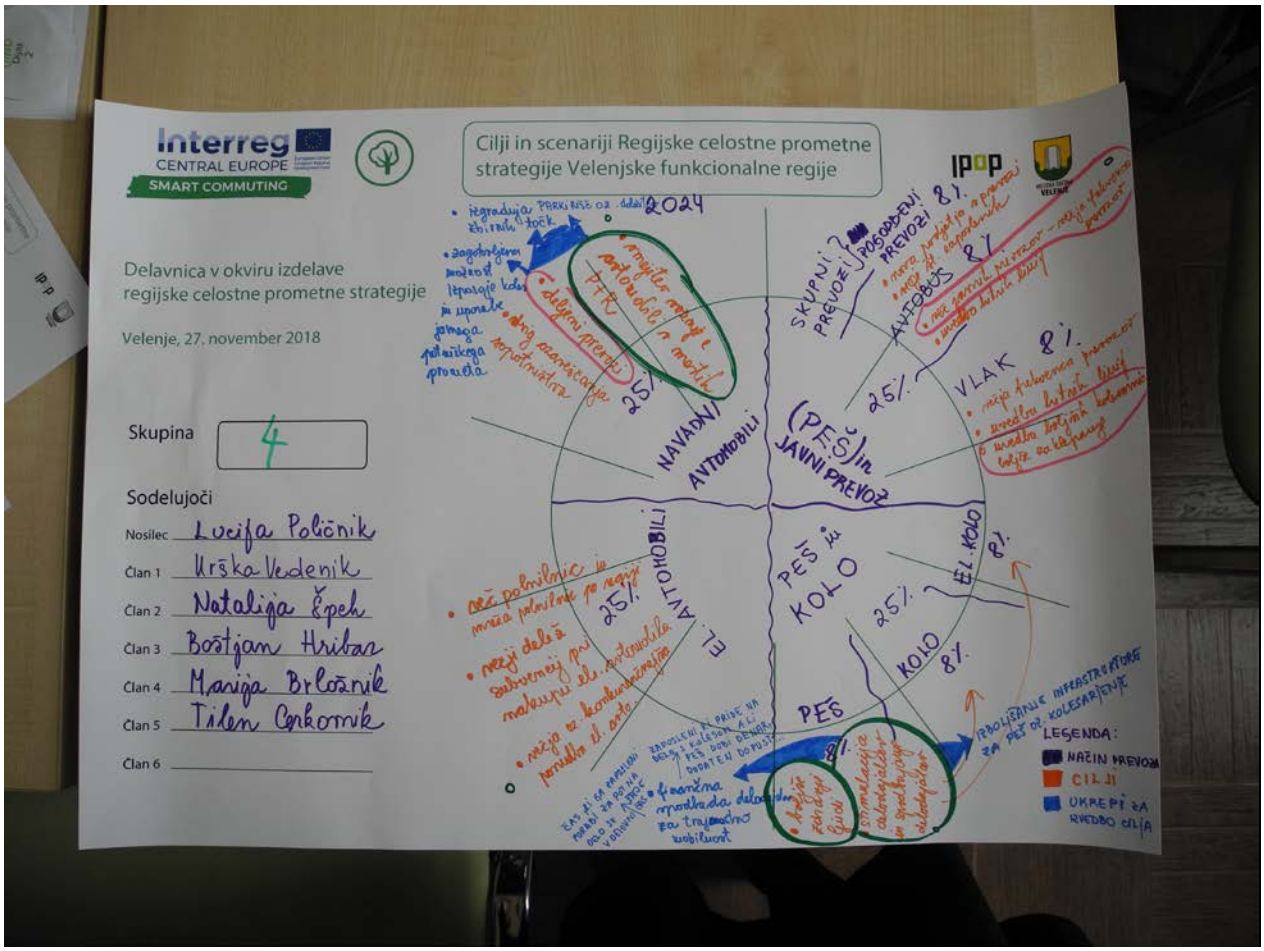

Figure 16 2nd workshop results of Group 4

Fourth group suggested that modal split in future will look like with measures:

- Motor traffic: 25 % Closing the city centres for traffic; P + R infrastructure;
- E-motor traffic: 25 % E-infrastructure;
- PTT and walking: 25 % New PTT service with higher frequency of rides
- Active mobility: 25 % Companies stimulation

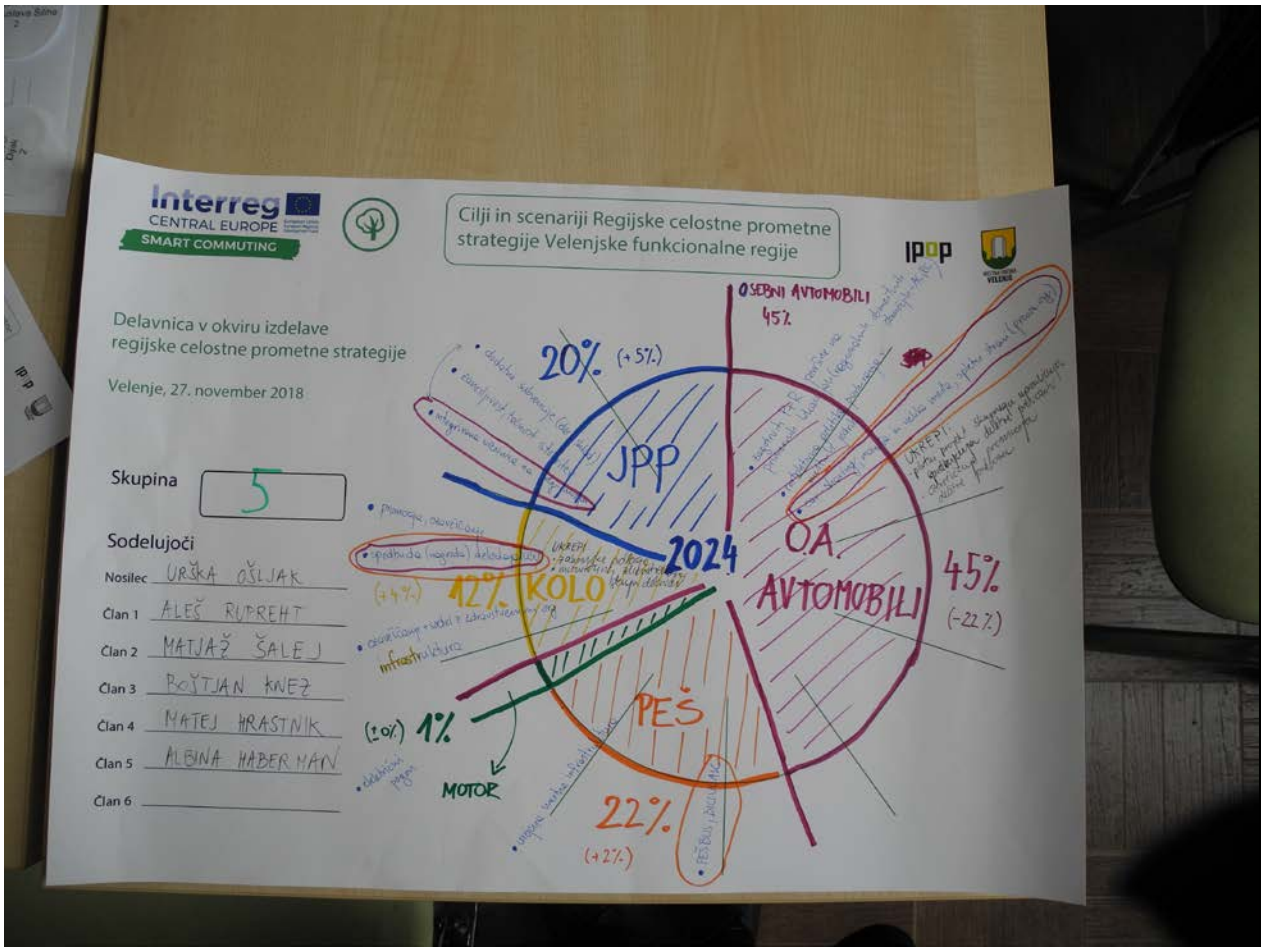

Figure 17 2nd workshop results of Group 5

Fifth group suggested that modal split in future will look like with measures:

- Motor traffic 45 % Adopting the system for car sharing/pooling
- PTT 20 % Integrated tickets for PTT
- Cycling 12 % New cycling infrastructure
- Walking 25 % Infrastructure
- Motor bikes 1 % E-motorbikes promotion

3.4 Hranice Development Agency

3.4.1 Key Data

Date	Part 1: 14. 11. 2018 Part 2: 20. 11. 2018
Place	Part 1: Meeting room- Hranice townhall (municipality) Part 2: Hotel Centrum, Hranice
Number of participants in total	Part 1: 18 Part 2: 15
Key participants	• Smith Medical – big employer • Secondary schools • Representatives of local parts of Hranice • LAG Hranicko • Development department of municipality of Hranice

3.4.2 Agenda

Part 1, 14. 11. 2018

Topic	Format	Duration	Who?
Greetings	Lecture	10 minutes	Michaela Škrobánková
Introduction of participants	Roundtable	10 minutes	
Introduction of Smart Commuting project	Lecture	5 – 10 minutes	Michaela Škrobánková
Result of local SWOT analysis (output of WP_T1)	Lecture	15 minutes	Danuše Strnadová
In-depth status-quo analysis of commuter mobility	Work in groups	60 minutes	All participants
Presentation of status-quo analysis	Lecture by each group	5 minutes each group	All participants
Identification of general local transport problems per mode – Group discussion	Work in groups	60 minutes	All participants
Presentation of identified local problems	Lecture by each group	5 minutes each group	All participants
Summary of outputs for Part 2	Lecture	5 minutes	Michaela Škrobánková

Part 2, 20. 11. 2018

Topic	Format	Duration	Who?
Greetings	Lecture	5 minutes	Michaela Škrobánková
Introduction of VUT	Lecture	10 minutes	Helmut Lemmerer
Definition of mobility and transport; Understanding human travel behaviour	Lecture	30 minutes	Helmut Lemmerer
Recap status-quo analysis and general local transport problems per mode from Part 1	Lecture	15 minutes	All participants
Recap analysis result from Vienna seminar: 300/600 m circle around public transport stop	Lecture	15 minutes	All participants
Group discussion: how to overcome local problems with commuter mobility	Work in groups	60 minutes	All participants
Presentation results from group discussion	Lecture	30 minutes	All participants

3.4.3 Short Description

The Local Seminar was organized as a 2x one day seminar. First part on 14th November 2018, second 20th November 2018. The second part with participation of representative from VUT.

Part 1 took a place at Hranice townhall, in the main meeting room. To our surprise the seminar was attended by quite a few people. Representatives of different interest groups were there. We had 18 participants. The best rated part was work in groups regarding In-depth status-quo analysis of commuter mobility and discussion about general local transport problems per mode. The first part took more than 3,5 hours and unfortunately, we had to stop because the meeting room closed. There was a nice, fruitful and interesting discussion in the groups and late on between all participants.

For the second part expert from VUT was invited, Mr. Helmut Lemmerer. The place was changed and the second part was organized in Hotel Centrum meeting room. We had 15 participants, 3 less than in the first part, but still OK for work in groups and discussion. Some participants were new (director of secondary school) but the rest was same as during the first part. After short presentation of VUT the groups presented again the results from part 1. Mr. Helmut Lemmerer presented definition of mobility and transport. Mrs. Danuše Strnadová and Mr. Vojtěch Kulička recapped analysis result from Vienna seminar. After that participants worked in groups and discussed how to overcome local problems with commuter mobility.

Very fruitful discussion and suggestions were given by first group where were discussed topics which can help us with realization of our Pilot action – mobile app for cyclists and feasibility study of infrastructure of cycling paths/lanes in the city centre.

Nice discussion about cyclists in the town. Somebody said: but there are almost no cyclists in the town, why shell we make the new infrastructure for them, why to spent the money for this? The answer was: of course, they are no one, because there are NO cycling lanes, no infrastructure. Let's make it and we will see if they "come".

3.4.4 Photographs

Figure 18 Work in groups, part 1

Figure 19 Work in groups, part 1

Figure 20 Introduction of VUT, part 2

3.5 Zadar

In the current information status, in Zadar the local seminar will be organized on December 2018. Therefore no input is received by 30th November 2018.

3.6 Municipality of Weiz

3.6.1 Key Data

Date	Part 1: 18.09.2018 Part 2: 19.09.2018
Place	Part 1: regional school center / Weiz Part 2: regional school center / Weiz
Number of participants in total	Part 1: 60 Part 2: 18
Key participants	• Students and knowledge providers

3.6.2 Agenda

The deliverable T2.3.2 in the FUA Weiz is separated in two parts, which share one agenda, because the same agenda was used for two identical workshops with two different groups of participants, which in this case are students and teachers from the federal school center of Weiz. We organized one Workshop with the commercial school (18.09) and one with technical school (19.09). It was important for us to give both classes the introduction to the project as well as the topic of commuting issues and inform them about the information gathered through the SWOT analysis, before we divided each class in 4 groups for the guided workshop about the status quo of commuter mobility, especially since those schools are one of the main target groups of this project, due to the connection to the extended railway.

The deliverable T2.3.2 consists of one Agenda for two identically organized seminars, but comes with two separate and individual participation lists due to the different classes on each day.

Topic	Format	Duration
Introduction of SMART COMMUTING project	Lecture	10 min
Result of local SWOT analysis (output of WP_T1)	Lecture	20 min
In-depth status-quo analysis of commuter mobility	Workshop, 4 groups	60 min
Presentation of status-quo analysis	Lecture	20 min
Summary of outputs for Part 2	Lecture	10 min

3.6.3 Short Description

The main outcome of the local seminars held in the federal school center of Weiz was the awareness raising and opening of a discussion on mobility issues regarding commuting. The school center in the

north of the city of Weiz hosts 3 large schools, a majority of the students of those schools are already licenced drivers (15-19 years) and commute to Weiz from surrounding municipalities and also municipalities outside the FUA of Weiz. The parking space around the school is not managed and free of charge. Since September 2018 the new railway through the city provides the opportunity to take the train and use the train stop located about 50 m away from the school entrance. Though informing the students and also the teachers about the mobility issues of the region, especially in the city center of Weiz, and the effects of individual motor based commuting we were able to raise awareness to the topic. The participating students were approximately 17-18 years old. The interest in the SWOT Analyse results was very high and also the workshop in groups was filled with lively discussions and also new ideas and suggestions how to deal with the traffic issues.

At the end of the Seminar we summarized the given input and information and were also able to provide some info material regarding the new train.

3.6.4 Photographs

Figure 21 18.09.2018 – status quo analysis in groups at HAK Weiz

Figure 22 19.09.2018 – presentation of SWOT analysis at HTL Weiz

Figure 23 19.08.2018 – status quo analysis in groups at HTL Weiz

3.7 Szolnok

3.7.1 Key Data

Date	Part 1: 19.11.2018 Part 2: 20.11.2018
Place	Part 1: John von Neumann University – Faculty of Economy Part 2: John von Neumann University – Faculty of Economy
Number of participants in total	Part 1: 16 Part 2: 14
Key participants	• Municipality of Szolnok • Municipality of Zagyvarékas • KMKK Zrt. (regional and local bus operator) • MÁV Zrt. (Hungarian Railways) • Hetényi Hospital • Industrial Park • VUT (Takeru Shibayama)

3.7.2 Agenda

AGENDA – DAY 1

Topic	Format	Duration	Lecturer
Greetings	Lecture	13.00 -13.10	Szabó István
Introduction of participants	Roundtable	13.10 -13.20	Participants
Introduction of SMART COMMUTING project	Lecture	13.20 – 13-30	Dr. Marián Miklós
Result of local SWOT analysis of commuter mobility	Lecture	13.30 – 13.45	Murányi Szilvia
In-depth status-quo analysis of commuter mobiltiy	Workshop	13.45 – 14.45	Murányi Szilvia
Break		14.45 – 15.00	
Presentation of status-quo analysis	Lecture by each group	15.00 – 15.20	Participants
Identification of general local transport problems per mode	Workshop	15.20 – 16.00	Murányi Szilvia
Presentation of identified local problems	Lecture by each group	16.00 – 16.20	Participants
Summary of outputs for Part 2		16.20 – 16.30	Murányi Szilvia

AGENDA – DAY 2

Topic	Format	Duration	Lecturer
Introduction of VUT	Lecture	9.00 – 9.15	Takeru Shibayama
Definition of mobility and transport; Understanding Human travel behaviour	Lecture	9.15 – 9.45	Takeru Shibayama
Recap status-quo analysis and general local transport problems (from part 1)	Lecture	9.45 – 10.00	Murányi Szilvia
Recap analysis result: 300m/600m circle from public transport stop	Lecture	10.00 – 10.15	Murányi Szilvia
Break		10.15 – 10.30	
Group discussion: How to overcome local problems with commuter mobility?	Workshop	10.30 – 11.30	Murányi Szilvia
Presentation results from group discussiona	Lecture	11.30 – 12.00	Participants

3.7.3 Short Description

The main outcome of the Local Seminar is an in-depth and common understanding of the status-quo and the general and specific problems of commuter mobility by selected relations (among areas originating commuters and big employers, schools and functional areas, like city center shopping etc.) and by transport modes. The analysis highlighted the several aspects of the quality factors of mobility issues which should be considered.

Carrying out the 300/600 m circle assessment, the participants realized which areas of Szolnok are not covered by public transport. Furthermore the assessment highlighted the development potentials in accessibility and comfort of the selected bus stops and train station. In overall the service hours are long enough to fit the needs of commuters. Accessibility improvement possibilities were identified in the case of real-time passenger information, vending machine / counter, accessibility of disabled persons and comfort of walking.

Listening the presentation of VUT the participants realized the following key issues:

- myth of growth of mobility and transport system,
- the risks of supply planning,
- the need for considering all modes of transport at the same time in transport development and planning,
- in strategic planning the complexity of the transport system must be considered,
- understanding the behaviour of commuters in essential,
- good practice of Vienna to reduce the modal share of car, and the strategy built on the walking distance and the restriction of parking possibilities.

3.7.4 Photographs

Figure 24 Participants on Day 1

Figure 25 Greetings of Deputy-Mayor of Szolnok, Mr. István Szabó on Day 1

Figure 26 Greetings of Deputy-Mayor of Szolnok, Mr. István Szabó on Day 1

Figure 27 Presentation of Takeru Shibayama on Day 2

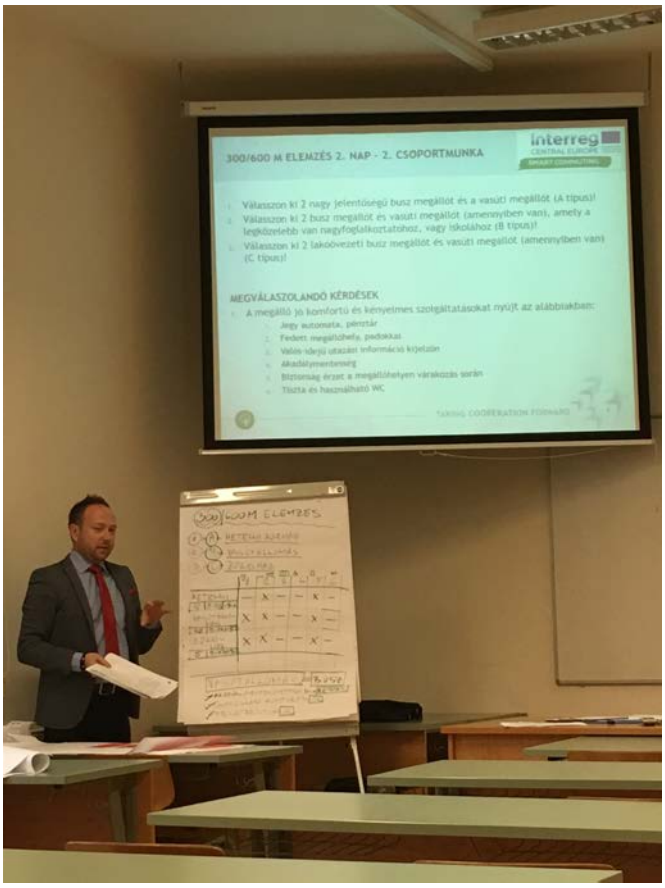

Figure 28 Presentation of the results of group work on Day 2

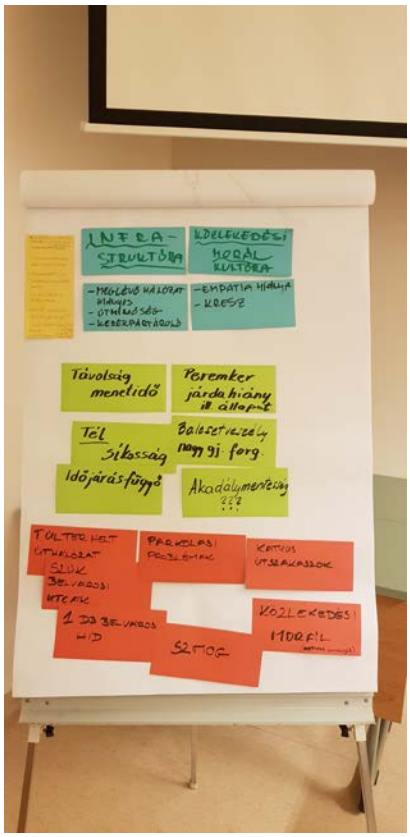

Figure 29 Results of Identification of local transport problems per mode

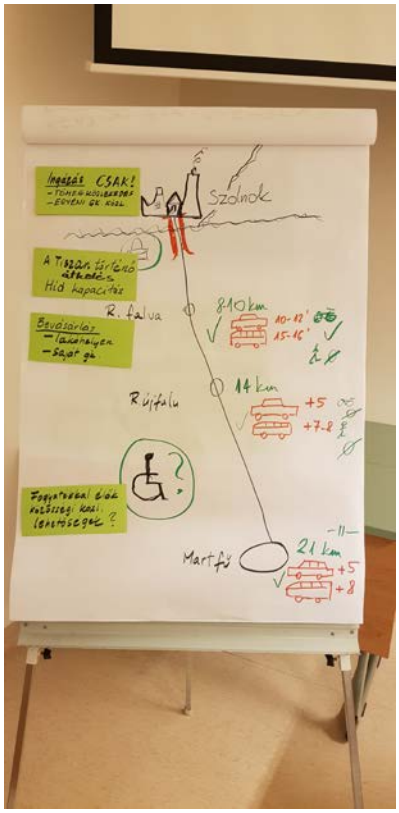

Figure 30 Results of Status Quo Analysis

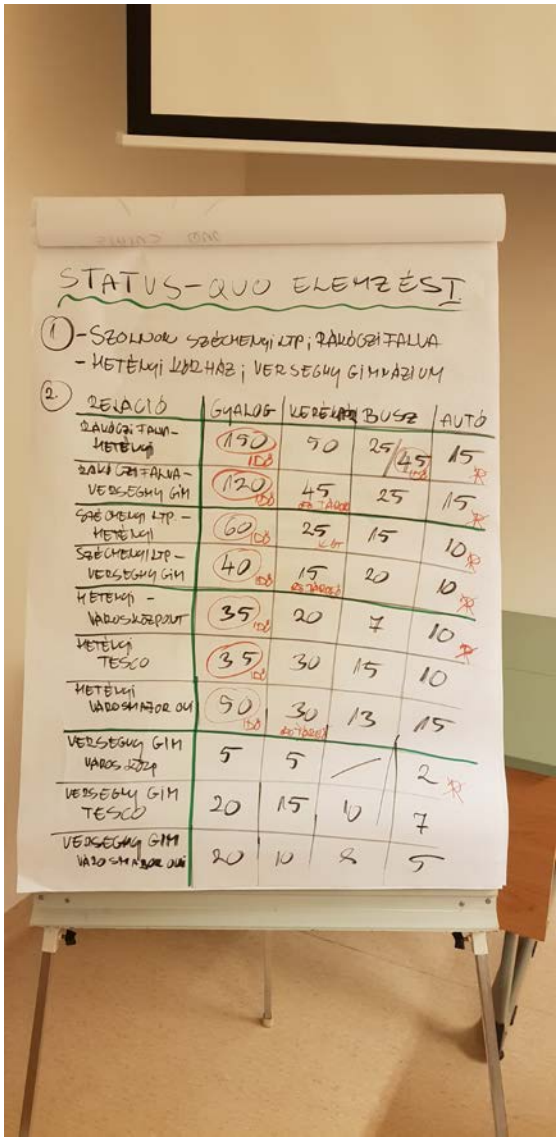

Figure 31 Results of Status Quo Analysis

4 Conclusion

This document summarizes the activity of local seminars within the project SMART COMMUTING. The prototype agenda is presented in the Section 2, and the reports of 7 seminars are presented in Section 3. Many of the partners carried out the seminar in the autumn 2018, with approximately 15 to 20 participants in total.

Most of the partners organized the seminar on two days, while two partners carried out the Part 1 and Part 2 on the same day: this is due to available time for various stakeholders. Some partners invited researchers of Vienna University of Technology (WP-Lead) to deliver scientific inputs to the seminar.

At large, albeit some miner diversions from the initial plan, this activity is carried out as planned.