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**New and Innovative Concepts for Helping European  
transport Sustainability**

**D6.3 Final Report**

**Final Activity Report**

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## Executive summary

NICHES (New and Innovative Concepts for Helping European Transport Sustainability) is a 29-month project supported by the European Commission's Directorate General for Research, which started on 1 November 2004. NICHES is a Coordination Action in the context of the Workprogramme "Integrating and strengthening the European Research Area" of the 6<sup>th</sup> Framework Programme.

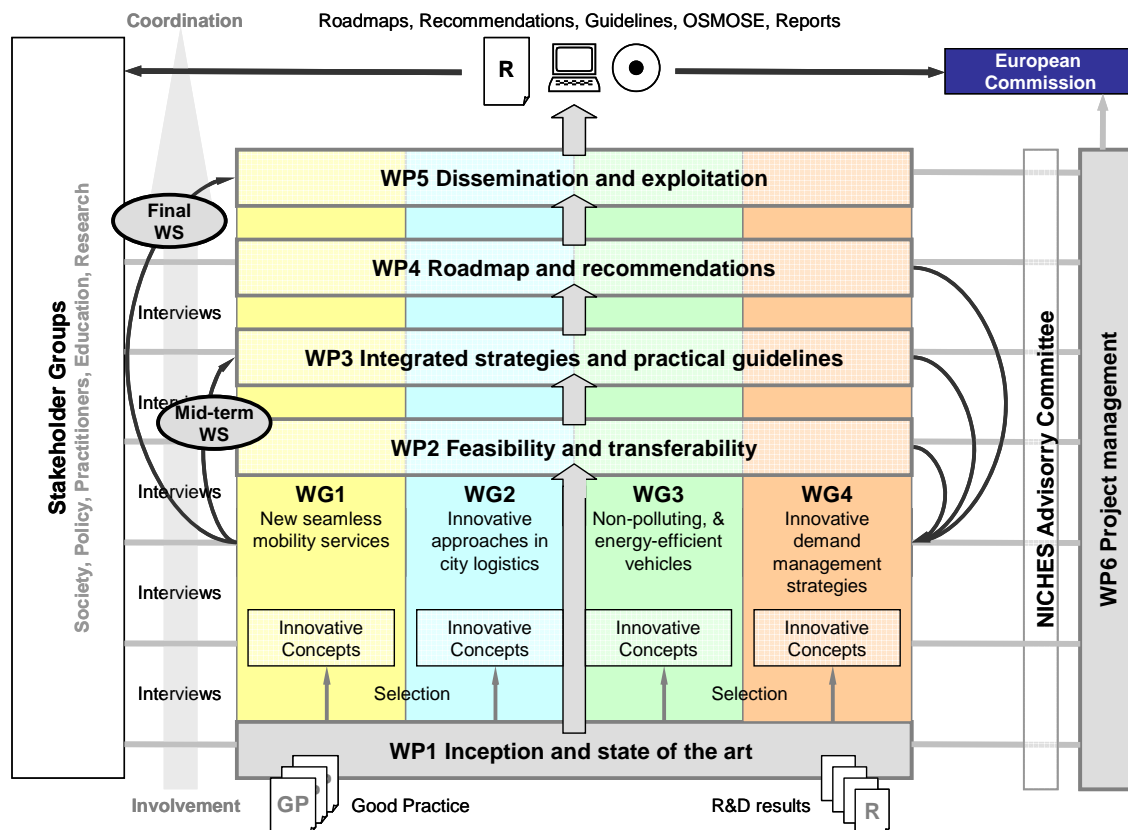
The **mission** of NICHES is to stimulate a wide debate on innovative urban transport and mobility between relevant stakeholders from different sectors and disciplines across Europe. NICHES promotes the most promising new concepts, initiatives and projects, to move them from their current 'niche' position to a 'mainstream' urban transport policy application.

The NICHES **work process** was oriented at gradually broadening the impacts of relevant innovative urban transport concepts. It was structured in four successive steps, accompanied by four Working Group (WG) meetings, plus the parallel dissemination and exploitation of results. Each step involved the experts invited for the WG meetings, as well as the selected interview partners, participants from other ongoing R&D activities and the NICHES Advisory Committee (NAC):

- Step 1 - Establish the state of the art
- Step 2 - Assess success factors, barriers and transferability of innovative concepts
- Step 3 - Integrate innovative concepts into coherent transport strategies
- Step 4 - Research and policy recommendations
- Step 5 - Disseminate and exploit the results (horizontal activity)

Each work step was related to a work package (WP). The figure below shows the workflow within the project:

**Figure 1: Organisation of Work Packages and Working Groups**



**Step 1 “Establish the state of the art”** of the project started with the drafting of the *Inception Report* (D1.1), which defined in detail the all the working steps of the project, and was successfully completed in June 2005, providing the following key outcomes:

*Selection of 12 NICHES Innovative Concepts*

The 1<sup>st</sup> WG meeting in Brussels (10-11 February 2005), gathered a wide range of urban transport stakeholders. The lively discussion at the meeting showed the interest that innovative urban transport concepts generate, but also the knowledge gaps that still exist. A key outcome of the meeting and additional desktop research was the selection of 12 Innovative Concepts (the NICHES Concepts) in urban transport to be retained for detailed analysis in four thematic Working Groups:

**Table 1: Overview of NICHES thematic areas and Innovative Concepts**

WG 1 New seamless mobility services	WG 2 Innovative approaches in city logistics	WG 3 New non-polluting and energy-efficient vehicles	WG 4 Innovative demand management strategies
Urban Lift-sharing Services	Space Management for Urban Delivery	Policy Strategies for Clean Vehicles	Transportation Management Associations (TMAs)
Public Bicycles	Inner-city Night Delivery	Biogas in Captive Fleets	Local Taxes or Charges, Ring-fenced for Transport
Call-a-bus Services	Alternative Solutions for Home Delivery	Joint Procurement of Clean Vehicles	City-wide Campaigns

*State of the art in developing innovative transport concepts*

The state of the art results, summarised in D1.3 *State of the Art in Developing Innovative Transport Concepts in Europe*, represented a crucial basis for all following work steps. D1.3 includes the key results of WP1 by defining, describing and analysing the selected NICHES Concepts and examples of their successful implementation in cities across Europe.

**Step 2 “Assessment of success factors, barriers and transferability of innovative concepts”** was successfully completed in January 2006, including the following achievements:

*Identification and involvement of key stakeholders that implemented NICHES Concepts*

The 2<sup>nd</sup> Working Group meeting in Warsaw (8-9 September 2005) and at least 6 expert interviews per WG served to obtain input from a wide range of experts that have been involved with the practical implementation of NICHES Concepts. The WG meeting provided a lively discussion between the experts and helped to identify key success factors and barriers for the implementation of the Innovative Concepts, and to analyse their transferability. The personal or telephone interviews with additional experts provided further detailed input for the analysis. The involvement of key stakeholders that implemented the selected Innovative Concepts in different forms proved efficient to gather information but also facilitated networking activities, e.g. between people dealing with similar concepts in different countries or with people that show interest in potential benefits of the concepts.

*Identification of success factors, barriers and transferability*

A large amount of information could be collected that shed more light on the implementation of the selected examples of the Innovative Concepts and enabled general conclusions regarding relevant success factors and barriers for the implementation and regarding the potential to transfer the ideas to other urban contexts. These interim results, which were summarised in a working document, were presented and discussed at the NICHES Mid-term

Validation Workshop in Stockholm, 1-2 December 2005. The key results of WP2 were summarised in D2.1 *Success factors and transferability of innovative urban transport concepts*.

**Step 3 “Integrate innovative concepts into coherent transport strategies”** was successfully completed in October 2006, providing the following key outcomes:

*Identification of integrated strategies*

The 3<sup>rd</sup> Working Group meeting in Brussels (7-8 March 2007) focused on the definitions of integrated strategies combining NICHES Innovative Concepts and mainstream measures to achieve specific urban transport and mobility policy objectives. The outcome of this meeting was the definition of 11 integrated strategies and the starting point for the development of a report on integrated urban transport strategies, addressing integration potentials, approaches for implementing integrated strategies and requirements for coordination (D3.1 *Integrated urban transport strategies*).

*Development of guidelines for integrated strategies*

Building on the outcomes of the 3<sup>rd</sup> Working Group meeting a *Guide to Innovative Urban Transport Strategies* (D3.3) was published. The guide addresses the following issues: What are the necessary framework conditions (key aspects) for implementing different innovative urban transport concepts? What are feasible and effective ways of combining single innovative urban transport concepts into integrated strategies? How can the level of integration be maximised in order to improve impacts?

**Step 4 “Research and policy recommendations”** was successfully completed in March 2007, providing the following key outcomes:

*Identification of innovation gaps and required actions*

The 4<sup>th</sup> Working Group meeting in Karlsruhe (7-8 September 2006) served to discuss future mobility visions of sustainable urban transport strategies with experts in order to contrast these with the NICHES Concepts and strategies. The aim was to agree and prioritise actions to be recommended for research and policy development at all levels, and to attribute responsibilities. A working document on *Mobility trends and visions* was drafted which includes an overview on *Clean vehicles and alternative fuels - Trends and visions*, also promoted through a separate publication to raise awareness on clean vehicles and fuels.

*Elaboration of research recommendations*

For the identification of research topics and actions to be addressed in the future a survey was distributed among the experts, which was, together with the outcome of the 4<sup>th</sup> WG meeting the main input for the elaboration of the research recommendations. The conclusions were synthesised in final European R&D recommendations in the field of sustainable urban transport (D4.2 - *Facilitating urban transport innovation on the European level - Research and policy recommendations*).

*Elaboration of targeted policy recommendations*

The proposed policy recommendations take into account the different levels of policy making involved, suggesting policy actions addressed to the European Commission, Member States, regions as well as local authorities and other local stakeholders.

These recommendations are based on the discussion at the 4<sup>th</sup> Working Group meeting as well as on desk research and results from previous step. The conclusions were synthesised in three documents:

- D4.2 *Facilitating urban transport innovation on the European level – Research and policy recommendations*;



- D4.3a *Encouraging urban transport innovation on the local level - Policy recommendations from the NICHES project*;
- D4.3b *12 policy notes* (single standing documents for each of the NICHES concepts).

**Step 5 “Disseminate and exploit the result”**, a horizontal activity supporting the project from its start, included the following key activities:

- Adoption of a dissemination strategy;
- Creation of a stakeholder contact database and the identification of nationally based dissemination channels and interfaces;
- Adoption of a corporate identity and launch of the dissemination tools (the NICHES leaflet; two power-point presentations - long and short versions);
- 6 e-Newsletters;
- NICHES Posters;
- Development and launch of the NICHES website ([www.niches-transport.org](http://www.niches-transport.org)), and the further development of the OSMOSE portal (launched in November 2005);
- Provision of material for press and media relations (press pack);
- Organisation of 3 main dissemination events:
  - Mid-term Validation Workshop (Stockholm, 1-2 December 2005);
  - Policy Seminar (Brussels, 12 December 2006);
  - Final Conference (Toulouse, 16 March 2007).
- Publication of high-quality printed brochures:
  - *Innovative Urban Transport Concepts* (D 5.6a);
  - *Guide to innovative urban transport strategies* (D 5.6b);
  - *Facilitating urban transport innovation on the European level - Research and policy recommendations* (D5.7);
  - *Encouraging urban transport innovation on the local level - Policy recommendations from the NICHES project* (D5.8);
  - *12 Policy Notes on Innovative Urban Transport Concepts* (D5.8.b, single standing documents for each of the 12 NICHES Concepts);
  - *Clean vehicles and alternative fuels - Trends and visions*.
- Creation of a CD Rom compiling the NICHES brochures and the presentations of the Final Conference

### **Contractors involved:**

Polis, Rupprecht Consult (RC), PTV, EUROCITIES, City of Stockholm, Warsaw University of Technology (WUT) and CCRE-CEMR.

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# 1 Project objectives and major achievements

## 1.1 General project objectives

The **high-level goal** of the NICHES project was to support the development and adoption of innovative technology and policy-based urban transport concepts that will contribute to establishing sustainable urban transport systems. This in turn is expected to contribute significantly to a more efficient and competitive transport system, a healthier environment and improved quality of life in urban areas.

This high-level project goal was translated into five overall **project objectives**:

- Enhance discussion and knowledge exchange between practitioners, experts and researchers in the field of urban transport in Europe, ensuring that different sectors will be involved (transport authorities, operators, industry, academics, and other researchers as well as users);
- Provide a forum for those involved in European research activities and projects as well as national, local and industrial initiatives in the area of innovative urban transport concepts to share their knowledge and experience;
- Develop an accessible document store and a knowledge base on innovative transport concepts as well as integrated urban transport strategies, in which several innovative concepts are implemented in a combined way;
- Identify future research needs and pave the way for innovative transport concepts, meeting mobility needs in 2020;
- Develop a platform for capacity building (tools and content) for practitioners with guidance on developing and implementing innovative concepts in the framework of integrated urban transport strategies.

On this basis the **operational objectives** to achieve the above-mentioned objectives were specified as follows:

- Involve a wide range of stakeholders, through interviews and four expert working groups, to identify, discuss and validate innovative concepts in four key thematic areas;
- Develop twelve integrated innovative urban transport concepts based on existing good practices in the following four areas:
  1. New seamless mobility services
  2. Innovative approaches in city logistics
  3. New non-polluting and energy-efficient vehicles
  4. Innovative demand management strategies
- Explore with leading practitioners the feasibility and transferability of these concepts for other European cities and regions;
- Produce practical guidance for key actors on how to best implement these concepts, and how to integrate them into a comprehensive urban transport policy;
- Develop twelve policy notes for councillors at local level (elected representatives), emphasising in a short and concise manner the impacts and “problem solving capacity” of concepts for key mobility challenges;
- Provide policy recommendations for European, national and regional/ local decision makers to facilitate an implementation process of innovative urban transport concepts meeting mobility needs in 2020;



- Create an open source web-tool (OSMOSE) as a portal and knowledge centre for urban transport innovation (providing information on good practices, initiatives and projects);
- Organise two major capacity building and dissemination events in order to present and validate intermediate and final project results.

## 1.2 Major Achievements

The NICHES work process was oriented at gradually broadening the impacts of relevant innovative urban transport concepts. It was structured by four successive steps (related to four work packages –WPs), accompanied by four working group (WG) meetings, plus the parallel dissemination and exploitation of results. Each step involves the experts invited for the WG meetings, as well as the selected interview partners, participants from other ongoing R&D activities and the NICHES Advisory Committee (NAC):

- Step 1 - Establish the state of the art
- Step 2 - Assess success factors, barriers and transferability of innovative concepts
- Step 3 - Integrate innovative concepts into coherent transport strategies
- Step 4 - Derive roadmaps and policy recommendations
- Step 5 Disseminate and exploit the results (horizontal activity)

Major achievements in the different steps so far have been:

### ***Step 1 - Establish the state of the art***

Step 1 of the project was successfully completed in June 2005 with the submission of D1.3 *State of the Art in Developing Innovative Urban Transport Concepts in Europe*, which represented a crucial basis for all following work steps. The tasks performed did not only help to gather a well founded information basis about the Innovative Concepts to be further examined in NICHES, but did also contribute to identify relevant stakeholders in the thematic fields analysed by NICHES and to kick off discussion and exchange between relevant stakeholders in different fields of urban transport. The lively discussion at the first WG meeting showed the interest that innovative urban transport concepts generate, but also the knowledge gaps that still exist.

Major achievements in step 1 were:

- The establishment and first meeting of the NICHES Advisory Committee (NAC), which provided strategic input for the development of the project.
- The 1<sup>st</sup> WG meeting in Brussels on 10-11 February 2005, with the selection of 12 preliminary innovative concepts in urban transport to be further examined in NICHES and its documentation in D1.2 Minutes of 1<sup>st</sup> WG meeting.
- Desktop research and informal expert inquiries for the selection of 3 final innovative concepts per WG to be further examined in NICHES. The WG thematic areas and the 12 NICHES Innovative Concepts are summarised in Table 1 (cf. Executive Summary). Additionally the consortium selected examples (cf. table 6 “NICHES Concepts and selected examples” in Annex 1) that represent and back up the concepts empirically.
- Development of D 1.3 State of the Art in Developing Innovative Transport Concepts in Europe, which summarises the key results of WP1 by describing and analysing the selected concepts and examples, including:
  - Precise definitions for all selected concepts and description of different approaches that they embrace.
  - Transparency of selection process for concepts by providing arguments that clarify why a concept suits the NICHES approach.



- Description of the context of the four thematic areas and of the selected concepts by identifying macro trends, driving forces as well as barriers and problems.
- Brief description of examples that have been chosen as representative for the concept.
- First snapshot of synergies and integrative potential of within and between thematic areas and concepts.
- Drafting of NICHES deliverable D 1.1 *Inception Report*: Fine-tuned project plan defining all tasks and responsibilities of the project partners.

### **Step 2 - Assess success factors, barriers and transferability of innovative concepts**

The analysis of success factors, barriers and the transferability (work package 2 - WP2) of the 12 Innovative Concepts selected in WP1 (step 1) had reached an advanced status during the previous reporting period. The concepts had been studied in depth with a focus on the conditions for a successful implementation and on their expected transferability to other urban contexts. This task was drawing on further desktop research and most important on consultation with a wide range of key actors involved with the implementation of the concepts. This did not only help to create a detailed insight into the implementation processes of the concepts, but did also support the networking with and between relevant stakeholders.

The major achievements within WP2 were:

- The identification and contacting of key actors that implemented the selected Innovative Concepts in different forms and places, who provided crucial input to the project through the 2<sup>nd</sup> WG meeting and phone interviews (previous reporting period).
- The 2<sup>nd</sup> WG meeting in Warsaw on 8-9 September 2005: the proceedings of the meeting are compiled on NICHES deliverable D2.2 Minutes of 2<sup>nd</sup> WG meeting.
- The 2<sup>nd</sup> NAC meeting.
- The realisation of expert interviews and written consultation.
- The achievement of interim results on success factors, barriers and transferability.
- The NICHES Mid-term Validation Workshop: The aim of this workshop was to present the intermediate findings at the end of the project's "Transferability study" and to have these results validated by the workshop participants. The outcomes of the workshop are presented in NICHES deliverable 2.3 Mid-term Validation Workshop proceedings.
- Drafting of NICHES deliverable 2.1 Success factors and transferability of innovative urban transport concepts: the report summarises the results of the second phase of the NICHES project. It provides a large amount of detailed information about the wide range of Innovative Concepts. This report is an important information basis that fed into subsequent work steps, e.g. the elaboration of practical guidelines on how to develop innovative concepts into broad "integrated strategies".

### **Step 3 - Integrate innovative concepts into coherent transport strategies**

The integration of innovative concepts into coherent transport strategies (WP3) aimed to turn the insight obtained through the previous analytical steps into descriptive and normative guidance for the coordination and integration of actions towards the level of practical implementation.

The major achievements within WP3 were:

- The identification and contacting of key actors that implemented the selected Innovative Concepts in different forms and places, which provided crucial input to the project through the 3<sup>rd</sup> WG meeting.

- The 3<sup>rd</sup> WG meeting in Brussels on 7-8 March 2006: the proceedings of the meeting are compiled on NICHES deliverable D3.2 Minutes of 3<sup>rd</sup> WG meeting.
- The identification of integrated urban transport strategies that combine Innovative Concepts and mainstream measures to tackle specific urban transport and mobility related problems and help to achieve specific policy goals, building on the input of the experts that participated in the 3<sup>rd</sup> WG meeting.
- The development of integrated urban transport strategies combining several Innovative Concepts (Integrated urban transport strategies, D3.1).
- The publication of a guide on how to develop Innovative Concepts into “integrated strategies for urban transport” (Guide to Innovative Urban Transport Strategies, D3.3): This guide wants to help urban transport decision makers and practitioners to find innovations that could be applied in their cities, by providing a description of the combinations of NICHES Concepts and mainstream measures to develop integrated urban transport strategies.

#### **Step 4 -Research and policy recommendations**

The last content-related stage of the project went one step further in defining future coordination requirements, starting from a reflection on the prospects of urban transport. By confronting the Innovative Concepts and integrated strategies with current trends and visions for the future, the needs and potential for innovation were acknowledged. On this basis the Consortium developed:

- Research recommendations addressing gaps regarding research topics, research formats and research perspectives ,
  - Policy recommendations to enhance the development and uptake of urban transport innovation in Europe, targeted at decision makers at all levels - EU, national, regional, local. This also included the development of practical recommendations on how to drive forward the implementation process of the 12 NICHES Concepts on the local level.

The major achievements within WP4 were:

- The identification and contacting of key actors in the urban transport field who are familiar with the selected Innovative Concepts, which provided crucial input to the project through the 4<sup>th</sup> WG meeting and reviewed the 12 policy notes produced within the working step.
- The 4<sup>th</sup> WG meeting in Karlsruhe on 7-8 September 2006: the proceedings of the meeting are compiled on NICHES deliverable D4.1 Minutes of 4<sup>th</sup> WG meeting.
- The 3<sup>rd</sup> NAC meeting (Brussels, 11 December 2006), which focused on the discussion and decision on the OSMOSE Awards winners.
- The identification of research gaps for urban transport innovation.
- The formulation of research and policy recommendations for the different stakeholders (researchers, decision makers, public transport operators...) at local, national and European level.
- The identification of the mobility trends and visions on urban mobility: this analysis is compiled in the working document Mobility trends and visions.
- The drafting of the publication Facilitating urban transport innovation on the European level - Research and policy recommendations (D4.2): This publication is particularly directed towards EU level decision makers and the European research community in the field of urban transport and includes key research recommendations addressing research topics, perspectives and formats as well as policy recommendations.
- The drafting of the publication Local policy recommendations for sustainable urban transport (D4 .3 a): This report wants to help local decision makers and technical staff to stimulate innovative transport and mobility solutions in their cities and regions. A vision

2020 illustrates the potential of the NICHES Concepts to contribute to a more sustainable urban transport system in urban areas. Policy recommendations are proposed, which focus on what should be put forward on local agendas to facilitate the uptake of NICHES Concepts and to enhance the development and implementation of local transport innovations.

- The publication of 12 Policy notes (D4.3 b, 12 single standing documents) dedicated to each of the 12 NICHES Innovative Concepts, where the costs and benefits, the stakeholders to be involved, the users to whom the initiative should be addressed, and the key steps for implementation are described.

### **Step 5 - Disseminate and exploit the results**

WP5 is a horizontal activity within the project, which accompanied all the other working steps to raise awareness and disseminate the results of NICHES within the stakeholders on the urban transport field across Europe. This activity was crucial to achieve the success of the project and the importance of this activity became most relevant from the middle to the end of the project when more results became available.

The major achievements within WP5 were:

- The creation of a stakeholder contact database and identification of nationally based dissemination channels and interfaces.
- The creation of a corporate identity (layout) and logo of the project (previous reporting period).
- The design and implementation of the NICHES website: the results and events related to the project are available on [www.niches-transport.org](http://www.niches-transport.org); it is also a tool that serves to exchange information between the partners of the project.
- The design of a leaflet presenting the project (paper and electronic versions).
- The generation of a power-point presentation of the project.
- The drafting and distribution of 6 NICHES e-Newsletters at key stages of the project.
- The production of NICHES posters: they were displayed at the Mid-term workshop, at the TRA 2006 Conference exhibition area, at the NICHES Policy Seminar and at the exhibition area of the NICHES Final Conference.
- The publication and distribution of the brochure Innovative Urban Transport Concepts (D 5.6a): This publication wants to help urban transport decision makers and practitioners to find innovations that could be applied in their cities, by providing an overview of some of the most promising innovative urban transport concepts. It includes the results of the practical research carried out, i.e. a detailed description of the NICHES Innovative Urban Transport Concepts.
- The publication and distribution of a Guide to innovative urban transport strategies (D 5.6b; quality print paper version of D 3.3): This publication provides 11 integrated strategies to enhance sustainable urban transport packages building around innovative urban transport concepts.
- The publication and distribution of Facilitating urban transport innovation on the European level - Research and policy recommendations (D5.7; quality print paper version of D 4.2): This publication is particularly directed towards EU-level decision makers and the European research community and wants to contribute to the discussion about the future direction of European research activities and policies in the area of urban transport.
- The publication and distribution of Encouraging urban transport innovation on the local level - Policy recommendations from the NICHES project (D5.8. a; quality print paper version of D 4.3a): This publication wants to help local decision makers and technical staff to stimulate innovative transport and mobility solutions in their cities and regions. It addresses the following areas: financial and economic issues, public support/ users and



awareness, interorganisational cooperation and networks as well as legal, regulatory and administrative issues.

- The publication and distribution of 12 single standing Policy Notes on each of the NICHES Concepts (D5.8.b; quality print paper versions of D 4.3b): The documents proved to be particularly valuable for stakeholders that are interested in transferring the NICHES Concepts to their local context and look for practical advice on how to implement them step by step (preparation, actual implementation phase, follow-up/ long-term strategy).
- The publication and distribution of Clean vehicles and alternative fuels - Trends and visions: This publication was produced as part of the working document *Mobility Trends and Visions* (see step 4 above), but due to the relevance of this document, providing an overview of the existing clean vehicles and fuels as well as the trends and visions for the future, it was decided to publish it as a stand alone high quality print brochure.
- The production and distribution of a NICHES CD Rom compiling the NICHES publications as well as the presentations of the Final Conference.
- The design and implementation of the open-source website OSMOSE: [www.osmose-os.org](http://www.osmose-os.org) is a portal on urban transport innovation providing a database of case studies, reports and contact details of experts in the field.
- The launch and the presentation of the OSMOSE Awards: the aim of the Awards was to reward local authorities who have shown the courage to introduce innovative and daring measures in order to meet the challenges they are facing today in the urban transport field in a sustainable and effective way. The Awards were presented to the winners (cities of Bremen, Graz, Barcelona, Freiburg and Stockholm, and the region of Emilia Romagna) by Mr Jacques Barrot, EU Commissioner for Transport, at the Awards ceremony, which took place within the NICHES Final Conference in Toulouse on 16 March 2007.
- The publication of a press information package and press releases on the occasion of the NICHES events.
- The organisation of three NICHES dissemination events: the NICHES Mid-term Workshop, the NICHES Policy Seminar and the NICHES Final Conference, which successfully reached a wide range of stakeholders. The Final Conference also included an exhibition area on each of the 4 NICHES thematic areas and applied innovative tools to attract the attention of the audience (e.g. virtual investment of NICHES money in Innovative Concepts, connected to a lottery).
- The presentation of NICHES and the distribution of dissemination material at relevant events and conferences.

## 2 Project consortium

### 2.1 Overview of the consortium

The project was carried out by a relatively small consortium of partners, which ensured a more practical and cost-efficient management of the project, as well as better coordination and synergies between the project's partners. The necessary experts were involved through the working group meetings and interviews, thus concentrating their efforts in scientific and practical input and not involving them in the project management. The composition of the expert groups ensured that a great variety of different Urban Transport stakeholders were represented. The expert groups comprised transport professional, city clerks, academics, industry representatives as well as transport operators.

The consortium of the NICHES project was made up of 7 partners coming from the following five European countries: Belgium, France, Poland, Germany, and Sweden. All the partners are known as experts of innovative urban mobility policies in their countries and at EU level.

In the project consortium, the following types of organisations were represented:

**City networks:** Polis, EUROCITIES, CCRE-CEMR

**City authorities:** City of Stockholm

**Universities:** Warsaw University of Technology (WUT)

**Private research and consultancy companies:** Rupprecht Consult Forschung & Beratung GmbH

**System suppliers for innovative urban transport projects:** PTV Planung Transport Verkehr AG

### 2.2 Description of participants

#### *Polis a.i.s.b.l.*



Polis is a platform for dialogue and cooperation on current transport issues for cities and regions around Europe. It currently represents over 65 cities and organizations from 18 European countries. Polis conferences, thematic workshops, publications and in-house expertise create opportunities to its members to exchange experience and forge partnerships among themselves, and also with industry and the research community, to develop innovative solutions.

The objective of Polis is to support European cities and regions to improve the quality of life of their citizens through innovative measures for reducing congestion, lowering polluting emissions, enhancing safety, and offering better and equal access to transport services. It facilitates access to European initiatives and research programmes for its members. These programmes support investigations concerning solutions for urban and regional mobility, including air quality, integrated transport management, demand management, mobility services and freight solutions. Research is turned into innovative systems and services, and to support sustainable mobility policies locally. Polis also provides decision-makers with strategic information and other tools to improve urban and regional transport, and it advocates the development of an adequate policy framework at the European level to achieve sustainable mobility in cities and regions.



## **Rupprecht Consult Forschung & Beratung GmbH**



Rupprecht Consult – Forschung & Beratung GmbH is an independent research and consultancy company based in Cologne. Its main services are targeted to cities/ regions

and international organisations and include project development and management, evaluation and assessment of project impacts, 'Best Practice' and dissemination, capacity building, strategy development, and independent project monitoring. Besides its experiences in managing and evaluating different urban transport-related EU projects, Rupprecht Consult has particular competencies in leading and moderating urban transport expert groups and producing good practice case studies and practical handbooks. Rupprecht Consult has recently been involved in many EU-funded research and development projects in the area of Urban Transport, Sustainable Development and Information Society Technologies.

## **EUROCITIES**



EUROCITIES is the network of major European cities. Founded in 1986, the network brings together the local governments of more than 130 large cities in over 30 European countries. EUROCITIES provides a platform for its member cities to share knowledge and ideas, to exchange experiences, to analyse common problems and develop innovative solutions, through a wide range of Forums, Working Groups, Projects, activities and events.

## **Council of European Municipalities and Regions (CCRE-CEMR)**



The Council of European Municipalities was founded in Geneva in 1951 by a group of European mayors, before opening its ranks to the regions and becoming the Council of European Municipalities and Regions (CEMR). Today, it is the largest organisation of local and regional governments in Europe; its members are national associations of towns, municipalities and regions from over 30 countries, representing 100,000 towns and regions.

CEMR works in many fields of activity such as transport, regional policy, the environment, equal opportunities and governance. Transport is a main competence of European local and regional authorities. Because of this, CEMR is very active in this field of activity and promotes innovative transport policies.

## **PTV Planung Transport Verkehr AG**



The corporate headquarters of PTV are situated in Karlsruhe (Germany). PTV has a workforce of about 350 employees and offers a complete and integrated set of services covering all important problems for today's and the future's traffic and transport. The interdisciplinary working teams of PTV deal with complex planning tasks related to all transport systems, integrating information technology (IT), communication technology and geographical information systems (GIS).

PTV is active in the product fields of Transport Logistics, Transport Telematics, Transport Planning, Public Transport, GeoMarketing and Infomobility but also engaged in Research & Development. The Business Unit Transport Logistics deals with solutions for strategic and operational transport-, trip- and route planning for companies active in the fields of freight transport – in particular intermodal transport - and fleet management. The range of services comprises the fleet management, mobile communication, trip planning, route planning, load optimisation, distance matrix, and vehicle scheduling and operation planning. In addition, PTV built up considerable experience within the management of applied research projects both on national and European level, in particular within the areas of transport telematics, transport modelling, mobility and intermodal freight transport.

### **City of Stockholm, Environment and Health Administration (MF)**



MF is the Municipal authority dealing with indoor and outdoor environment and handles issues like pollution, green house gases, chemicals, noise, food safety, biological diversity and environmental monitoring. MF has approximately 180 employees.

The work within NICHES has been carried out by the Clean vehicles unit of the department.

### **Warsaw University of Technology (WUT)**



Warsaw University of Technology is the largest academic school of technology in Poland, employing 2.000 professors. There are 17 faculties covering almost all fields of science and technology. Transportation Engineering Division (TED) in the Institute of Roads and Bridges is specialising in transport policies and planning, public transport, designing of transport facilities and traffic engineering. Experience gained in European and national research projects allowed WUT-TED to carry out a number of consulting projects for national, regional and local entities.



Representatives from NICHES Consortium partners. From left to right: Wojciech Suchorzewski (WUT); Claudia Eichhorn (PTV); Sylvain Chevassus (CEMR); Marcel Huschebeck (PTV); Valérie Bénard (EUROCITIES); Karen Vancluysen (Polis); Marc Wolfram (Rupprecht Consult); Leire Iriarte (Polis); Jonas Erikson (City of Stockholm); Sebastian Bührmann and Siegfried Rupprecht (Rupprecht Consult). not on picture: Dieter Wild and Silke Forkert (PTV), Ivo Cré (Polis), Björn Hugosson and Gustaf Landahl (City of Stockholm), Kristina Birath and Lina Sjölin (WSP Analys & Strategi - for City of Stockholm), Angelika Poth-Mögele and Pierre Vander Auwera (CEMR)



### 3 Work performed, approach and methodology

#### 3.1 Overview of the project structure

The implementation of the NICHES project and its five main work steps was organised in six Work Packages (WP) that prepared and guided the discussions in the four Working Groups (WG). The overall project structure is illustrated in Figure 1 (cf. Executive Summary).

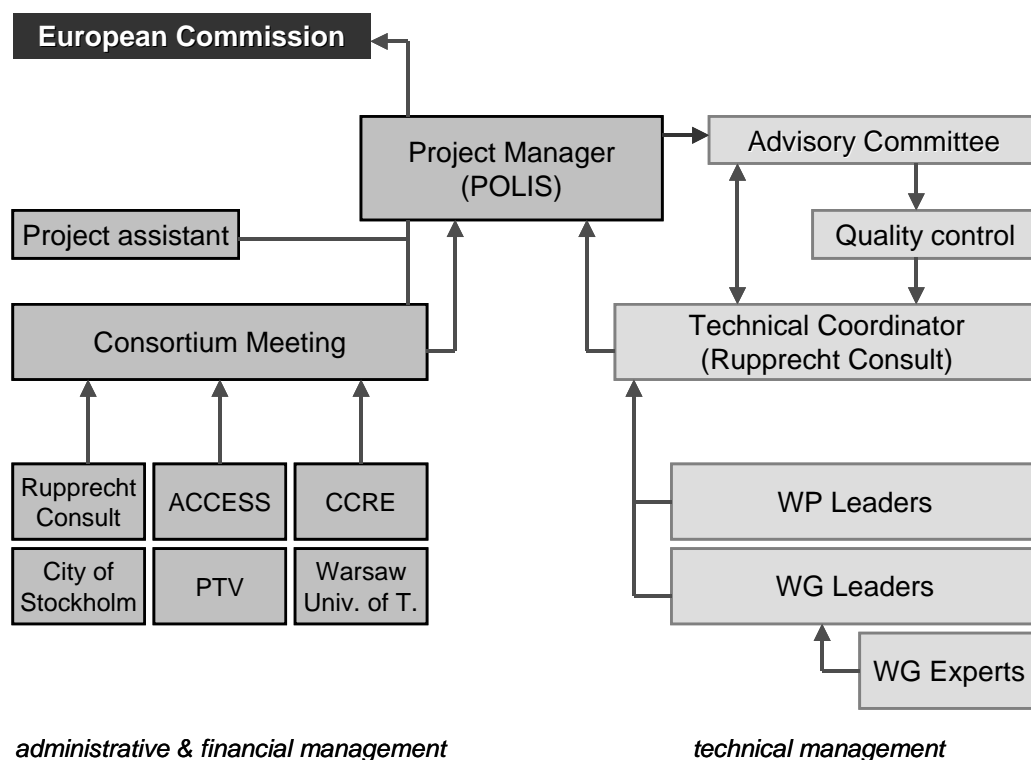
The project schedule, originally planned for 24 months duration and then extended to 29 months, is illustrated in the following page in Figure 2, which indicates key steps, meetings and deliverables produced.

The project consortium was relatively small and chose for a pragmatic and decentralised management structure, in order to avoid both the risk of bottlenecks in management, as well as overly complicated implementation procedures. The management structure was based on a division of technical and administrative management and included the following roles:

- Project Manager and secretariat (Administrative coordinator): Polis
- Technical Co-ordinator: Rupprecht Consult
- NICHES Advisory Committee (NAC): External experts
- Work Package (WP) leaders: Rupprecht Consult, WUT, PTV and Polis
- Working Group (WG) leaders: Rupprecht Consult, PTV, City of Stockholm and EUROCITIES

The structure of the consortium in relation to the roles of the partners is illustrated in the figure below.

**Figure 2: NICHES project management structure**





**Table 2: Overall project schedule and key events**

		YEAR 1												YEAR 2												YEAR 3				
		2004		2005										2006												2007				
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29
		Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
<b>WP 1</b>	<b>Inception and State of the Art</b>																													
Task 1.1	Setting up NAC																													
Task 1.2	Selection of WG members																													
Task 1.3	Consolidation of existing innovative projects																													
Task 1.4	Inception report																													
	1st NAC meeting				10																									
	1st WG meetings				10/11																									
<b>WP 2</b>	<b>Feasibility and Transferability</b>																													
Task 2.1	Analysis of success conditions																													
Task 2.2	Assessment of transferability of concepts																D2.1													
	2nd NAC meeting																													
	2nd WG meetings										8/9				1															
<b>WP 3</b>	<b>Design of Integrated Strategies</b>																													
Task 3.1	Development of integrated strategies																				D3.1									
Task 3.2	Practical guidelines for implementation																									D3.3				
	3rd WG meetings																	7/8	D3.2											
<b>WP 4</b>	<b>Roadmaps and Recommendations</b>																													
Task 4.1	Identification of innovation gaps and actions																													
Task 4.2	Definition of a research roadmap																													D4.2
Task 4.3	Definition of a policy roadmap																											D4.3		
	3rd NAC meeting																													11
	4th WG meetings																							7-8	D4.1					
<b>WP 5</b>	<b>Dissemination and Exploitation</b>																													
Task 5.1	Dissemination methodology and tools																													D5.6; D5.7;
Task 5.2	NICHES and open-source website OSMOSE																													
Task 5.3	Press and media relations																													
Task 5.4	Networking and events organisations																													
	Mid-term validation workshop														2															
	Final conference																													16
<b>WP 6</b>	<b>Project management</b>																													
Task 6.1	Administrative and financial management																													
Task 6.2	Technical management and coordination																													
	Consortium meetings		14/15		9/10					13/14				7/8		1			6/7		16				6			11		14
	Location		Brussels		Brussels				Cologne				Warsaw		Stockholm			Brussels		Cologne				Karlsruhe			Brussels			Toulouse

### 3.2 Methods and tools

For the implementation of the NICHES project a tailored combination of methods and tools was employed, which ensured all objectives could be achieved efficiently. In the following, these methods are described in detail. The starting point was precise definition of selection criteria for “innovative concepts”, clarifying the meaning of this term within NICHES. It allowed establishing the concrete information basis (reference examples) that the project analysed and advanced by using:

- Expert working groups of 5-8 participants – based on the “Focus Group” method;
- Personal expert interviews;
- Coordination of ongoing R&D activities;
- Validation and dissemination workshops.

#### 3.2.1 Definition and selection of “innovative concepts”

The objective to identify, analyse, integrate and promote “innovative concepts” for future urban transport required a sound justification of the choices made. Regarding the vast spectrum of reference examples that could be taken into account by NICHES and the difficulty of making an objective definition of the attribute “innovative”, a practical procedure was defined that allowed a transparent selection of 12 really relevant concepts (three per thematic area). Therefore, the following set of criteria was developed to structure possible examples and to select those “innovative concepts” that would be dealt with in detail by NICHES:

**Table 3: Selection criteria for “innovative concepts”**

Necessary criteria		Definition
Innovation degree	<b>ID</b>	Concept is comparatively new and has not experienced broad diffusion in practice (e.g. already examples in several countries)
Policy relevance	<b>PR</b>	Concept addresses key policy objectives (also beyond mobility e.g. social inclusion, environmental sustainability, competitiveness)
Dependence	<b>DP</b>	Concept cannot rely on promotion / dissemination via other channels (e.g. programmes, market)
Sufficient criteria		Definition
Mainstream potential	<b>MP</b>	Concept could become implemented broadly across countries (high quantitative impact)
Specificity	<b>SP</b>	Concept addresses a very particular issue with a limited take-up potential (high qualitative impact)
Complementarity	<b>CO</b>	Represents a promising complement for other (innovative) concepts
Expected impacts	<b>IM</b>	Concept has / is likely to have positive social, economic and/or environmental impacts

Moreover, indications also were made regarding the area *where* a concept is applied, *when* it is applied reasonably, and *who* is involved in the implementation. This actual “application field” of an innovative concept represents a helpful specification with a view to distinguish target groups for roadmaps and recommendations. The following was distinguished:

**Table 4: Application fields of “innovative concepts”**

Application field		Definition
Urban structure	<b>UR</b>	Indicate which: A) high density, A.1) city centre, A.2) urban area, B2) low density B.1) suburban, B.2) rural
Spatial scope	<b>SC</b>	Indicate which: A) city district, B) urban area, C) urban agglomeration, D) region
Stakeholder involvement	<b>IN</b>	Indicate which: A) public authorities, B) operators & service providers, C) industry, D) other private sector (SME, banks, etc.), E) research and educational institutions, F) societal actors (associations, NGO's, etc.)
Time horizon	<b>TH</b>	Indicate which: Concept can be implemented A) short-term, B) mid-term, C) long-term, e.g. depending on the level of barriers (financial, legal, organisational, political, technical etc.)

By using the selection criteria defined above, the four Working Groups (WGs) were able to focus on a more limited range of promising reference examples. In turn, the collated long list of reference examples was used to identify needs and potentials for coordination between ongoing R&D activities regarding each innovative concept (see 3.2.4 below).

At the same time it was possible to specify whether the 12 "innovative concepts" initially suggested already give a narrow definition of a particular application (e.g. “night delivery” in WG2), or whether they covered several application types that were closely related. For some broader concepts it was necessary to make a selection or come to a more specific definition in the first phase of the project. However some concepts (e.g. Policy Strategy to Deploy Clean Vehicles) were kept as originally defined even if their scope was broader than for other concepts, due to their high value in terms on policy innovation.

### 3.2.2 Working Groups (WG)

For each of the four thematic areas, one Working Group was created to discuss and assess innovative urban transport concepts in the respective area. The WGs were the key mechanism through which NICHES gathered qualitative input for promoting innovative transport concepts. They were equally the principal means to facilitate coordination activities. The NICHES partners with the most suitable expertise on the topic lead the WG:

WG	Thematic area	WG leader
WG1	New seamless mobility services	Rupprecht Consult
WG2	Innovative approaches in city logistics	PTV AG
WG3	New non-polluting and energy-efficient vehicles	City of Stockholm
WG4	Innovative demand management strategies	EUROCITIES

### Participant selection and WG composition

Each WG consisted of 5-8 carefully selected experts. The composition of the groups was not fixed for the duration of the entire project. Rather, the partners aimed to involve different experts for every WG meeting, while some continuity was ensured through experts attending several meetings. This approach ensured that:

- The direct involvement of different stakeholder groups could be broadened;
- The composition of the groups reflected the need for a different kind of expertise at each step of the project.

The WG participants were nominated by the consortium partners, based on personal knowledge, suggestions by the NICHES Advisory Committee and also by the participating experts. The consortium looked out in particular for individuals with the following characteristics:

- Recent active involvement in developing, implementing or analysing innovative urban transport concepts in one of the four thematic areas;
- Good knowledge and overview of urban transport-related R&D activities in Europe;
- Innovation quality of the reference project(s) they have been involved in – clearly beyond the state of the art;
- Potential transferability and complementarity of reference project(s) regarding methods and tools;
- Actual evaluated impact of reference project(s).

The selection of the experts sought to achieve a balanced composition regarding the following criteria (see also list of experts in Annex 2):

- Stakeholder groups - Involving a balanced share of representatives from the following groups: Politician (national, regional, local), national authority, regional authority, local authority, railway operator, PT operator, road operator, industry, SME, other private sectors, international organisations, civil society (associations, NGO's, etc.), user groups, research institute, university, consulting;
- Geographical reference – Involving experts from different regions in Europe, paying special attention to the participation of experts from the new Member States;
- Gender equity - Involving preferably women in case of equal eligibility (in practice, a vast majority of experts in the field are men).

A database of all expert contacts identified was drawn up, maintained and updated during the project implementation. This database was accessible to all partners and the participating experts through the web-based tool OSMOSE (see description of WP5 on page 38).

For the realisation of the WG meetings NICHEs employed the “Focus Group” method as a structured and targeted way of expert consultation.

### **General organisation of WG meetings**

All WG meetings took place on two consecutive days and had the same overall structure: The discussion in small parallel groups (Focus Groups) was framed by plenary sessions for the introduction and for the summary of results, bringing together all participants.

#### *Plenary sessions*

The first plenary session mainly served to present the NICHEs project and the project consortium; its overall approach and objectives, the present status as well as the agenda for the meeting.

The second plenary session was used to exchange and discuss the results obtained in the four separate WG's. Each WG leader provided a short summary of the key outcomes, referring to the common discussion topics. In the subsequent debate the participants had the opportunity to comment on the results of the other groups.

#### *Focus Groups*

The parallel Focus Groups discussed innovative transport concepts in the four thematic areas in depth. The common objectives, topics and questions for these sessions were provided by the respective WP leader.

### *Partner responsibilities*

One week in advance of each meeting the project manager sent out a briefing to the participants that contained:

- An agenda outline including the common meeting objectives, discussion topics and questions for all four WGs - prepared by the respective WP leader;
- Four WG-specific background texts explaining the thematic context and status of the discussion within NICHES, as well as detailed topics, questions and additional information - prepared by the respective WG leaders.

The WP leaders prepared an introductory presentation on the respective project status in the first plenary session, moderated the discussion in the second plenary session, and prepared the minutes after the meeting.

The WG leaders prepared an introduction into the specific topics concerning the innovative concepts they cover, moderated their groups, and provided input to the meeting minutes on the basis of their WG discussion records.

The project manager, with the support of the hosting partner, took care of the logistics of the WG meetings, including the contact with the participants for invitation and information.

**Table 5: Structure of WG meetings**

<b>Day 1</b>			
<b>12:30 – 18:00h</b>			
12:30 – 13:30	<i>Lunch</i>		
13:30 – 14:15	Plenary Session 1	Introduction Presentation of status, meeting agenda and objectives Discussion, feedback and suggestions	Project Coordinator WP leader  WP leader
14:15 – 18:00	Parallel Focus Groups 1	Discussion of WG specific topics	4 WG leaders
20:00	<i>Informal dinner</i>		
<b>Day 2</b>			
<b>09:00 – 15:00</b>			
09:00 – 12:00	Parallel Focus Groups 2	Discussion of WG specific topics	4 WG leaders
12:00 – 13:00	<i>Lunch</i>		
13:00 – 15:00	Plenary Session 2	Presentation of WG results Discussion, feedback and suggestions	4 WG leaders WP leader

## WG1 - New seamless mobility services (Rupprecht Consult)

Citizens need flexible, individualised, seamless, comfortable and reliable mobility services. Apparently this need goes beyond what traditional mass transport services can deliver. In order to maintain or increase the competitiveness of sustainable transport modes as compared to the private car, urban transport policies and stakeholders have to respond to the diverse mobility needs of very heterogeneous customer groups. This means new and efficient mobility services have to be developed, offering qualities that - from a user perspective - equal or even surpass those of the private car.



Call-a-bus Services: A NICHES Concept explored in WG1  
Photo: AMT-AMI

The range of factors influencing mobility patterns and behaviour is fairly broad: Through the ongoing process of sub-urbanisation, households as well as enterprises, services, retail and leisure facilities have become relocated, thus increasing the physical distances between urban functions. At the same time, aging and spatial segregation of social groups characterise the shifting demographic structures in urban agglomerations. Economic restructuring and the deployment of information and communication technologies (ICT) have caused a growing diversity of urban time structures, favouring a des-aggregation of activities into specialised units with independent operating schedules.

In turn, also the value orientations and leisure habits of citizens have experienced substantial change, making mobility and travelling high-ranking lifestyle issues.

As a result of these transformations, the activity patterns and mobility requirements of individuals and corporate actors have become increasingly complex, combining multiple origin-destination relations on a single day. Such “criss-cross” mobility, however, is difficult to bundle for an efficient exploitation by traditional public transport services. Therefore, these services need to adapt so that travellers can flexibly combine various transport modes to get from A to B. Consequently, traveller information becomes a crucial component of such integrated services.

## WG2 - Innovative approaches in city logistics (PTV AG)

Goods transport undoubtedly contributes to the commercial prosperity and economic growth of European society. However, increasing traffic volumes in urban areas lead to a more and more unacceptable levels of air pollution and noise intrusion for citizens living in urban areas as well as to traffic congestion negatively affecting all activities taking place in cities.

Many cities developed and implemented innovative measures in order to cope with urban freight related problems. However, the lack of freight transport related data as well as a lack on dedicated municipal freight transport managers can be reasons why innovative approaches and technologies are often not exploited and considered in urban transport policies on European scale.



Inner-city Night Delivery: A NICHES Concept explored in WG2  
Photo: PTV Planung Transport Verkehr AG



### WG3 - New non-polluting and energy-efficient vehicles (City of Stockholm)



Policy Strategy for Clean Vehicles: A NICHES Concept explored in WG3  
Photo: Kristina Birath

Although big efforts have been undertaken to reduce the negative impacts of cars and goods vehicles in urban areas and to replace them by other more sustainable transport modes, it is clear, that also in the future there will still be a strong necessity for the flexibility and capacity that non-track vehicles offer. Buses, lorries, taxis, shop-deliveries etc. will continue to be a part of the urban transport system. The key challenge is to make these vehicles as less pollutant, noisy and space-demanding as possible.

The European Commission has set a political objective of 20% substitution by new/alternative fuels in the road transport sector in the year 2020, indicating a path through biofuels and natural gas towards hydrogen.

Today only a very small segment of the European vehicle fleet consists of alternatively fuelled vehicles (AFV). Even in ambitious cities, like Stockholm and Göteborg, less than 1% of the total vehicle fleet runs on alternative fuels.

Most cities do not have any AFVs at all. Most AFVs are operated by public entities, while private citizens and private companies own the main part of the vehicle fleet at the whole. In order to achieve a real breakthrough for AFVs, also these owner categories must be addressed.

Previous surveys show that the main obstacles for an increased use of clean vehicles are: lack of fuelling facilities, low availability, high costs and lack of second hand market, lack of service, national barriers, lacking incentives, lack of information and missing user acceptance.

### WG4 - Innovative demand management strategies – WG leader: EUROCIITIES

In recent years there has been much concern about society's ever increasing reliance on the private car, the associated costs in terms of congestion, pollution and safety, and the effect this has on those without access to a car. This concern has contributed to the development of several new approaches to transport planning, one of which is demand management. The great challenge for the future is to safeguard our mobility and our economic development, while controlling the demand for transport and improving quality of life. This calls for creative and innovative solutions. There is an urgent need for strategies influencing the demand side of transport through solutions, which convince people to change their travel habits, and organisations to integrate demand management strategies at the main system level. Demand management strategies aim to influence or even steer the behaviour of transport users towards sustainable transport modes.



Local Taxes and Charges: A NICHES Concept explored in WG4  
Photo: Dan Firth

### 3.2.3 Expert interviews

In order to obtain insight into detailed aspects of individual Innovative Concepts, as well as to assess the conditions for their successful deployment, personal in-depth interviews were carried out with selected experts. The selection of interview partners was therefore based on:

- Experience and expertise concerning a specific Innovative Concept;
- Insight into policy developments and stakeholder interaction (framework conditions) related to a specific concept.

The interview partners were selected from the expert contact database that was drawn up by NICHEs partners.

In total 30 interviews were carried out, including at least 2 interviews per Innovative Concept. The technical coordinator (Rupprecht Consult) prepared general interview guidelines in cooperation with the WP2-3 leaders. The guidelines provided practical orientation concerning the realisation and documentation of the interviews and specified the range of questions to be asked.

### 3.2.4 Coordination with ongoing R&D activities

The NICHEs partners aimed to improve the coordination with and between existing R&D projects and Thematic Networks active in the field of innovative urban transport concepts. This implied a systematic identification of relevant ongoing R&D activities based on the selection criteria described above (see 3.2.1). Approaches to improve coordination included:

- The targeted distribution of NICHEs results to stakeholders involved in pertinent R&D activities (including them in the contact database for dissemination);
- The personal invitation of such stakeholders to a WG meeting or NICHEs workshop for validation or dissemination;
- Carrying out personal interviews with such stakeholders;
- Recommendations for coordination activities to be realised by stakeholders at present and in the future;

The NICHEs coordination activities represent a methodical offer and opportunity for establishing personal contacts, networking and exchange between key stakeholders. At the same time they will help to identify important innovation gaps and to derive corresponding recommendations for research topics and actions (see description of WP4 on page 34).

### 3.2.5 Mid-term and Final Validation Workshops

Within NICHEs two major events with broad involvement of stakeholders were organised at mid-term and at the end of the project:

- Mid-term Validation Workshop (Stockholm, December 2005 - month 14): This event will served to present and discuss the main ideas and recommendations developed through NICHEs to a representative audience (60 stakeholders), and to obtain feedback from those actors principally concerned. The workshop thus put particular emphasis on how to promote the innovative concepts to mainstream innovations;
- Final Conference (Toulouse, March 2007 - month 29): At this event the final outcomes of the project were presented and discussed with a larger audience (280 stakeholders).

The workshops were prepared by the WP5 leader with the support of the host and the rest of the partners, including the realisation of briefing papers for round table discussions, the selection of experts as speakers, the selection of invitees and the coordination and provision of presentations made by the NICHEs consortium. The project manager was responsible for the workshop logistics, including the contact with the participants for invitation and information.

In addition to the mid-term and final events, which were planned from the beginning of the project, a Policy Seminar was organised at the Committee of the Regions in Brussels (12 December 2006). The event focussed on policy aspects of innovation and attracted more than 100 urban transport stakeholders and decision makers. The event included a session where elected representatives from different cities presented the NICHES Innovative Concepts implemented in their cities as well as a round table with representatives from the European Commission, service providers, the research community and user groups, where the involvement of stakeholders for the implementation of innovations was discussed.

The three workshops were widely promoted by the main dissemination partners (Polis and CEMR), but also by the rest of the partners, especially EURO CITIES. The events were promoted by informing members of the different organisations participating in the project, other contacts available (NICHES contacts database) and experts involved in the project. This was carried out through mailings and Newsletters. Partners also promoted NICHES events at different transport events they attended during the life of the project. The presentations and proceedings of the events are available on [www.niches-transport.org](http://www.niches-transport.org).

### **3.3 Work performed**

The work carried out within NICHES was structured into 6 Work Packages (WPs). WP1 to WP5 correspond to the 5 successive steps of the project as described in chapter 1.2 (see also Figure 1 in the Executive summary); WP6 was related to the project management, which was divided into technical and scientific management (by Rupprecht Consult) and administrative and financial management (by Polis), (cf. Figure 2 in page 23) .

#### **3.3.1 Workpackage 1: Inception and state of the art**

##### **Workpackage objectives**

WP1 was led by Rupprecht Consult. The main objectives within WP1 were to:

- Set up the NICHES Advisory Committee (NAC);
- Select the members of the first Working Group meeting and develop a sound spirit of co-operation with the project partners;
- Establish a common understanding of the current status of innovative concepts and relevant innovation gaps in the four thematic areas in Europe;
- Develop a set of selection criteria and select 12 examples of “innovative concepts”;
- Fine-tune the scientific project approach to be pursued and finalise a detailed schedule and task description.

##### **Progress towards objectives**

The following tasks were carried out within WP1 from November 2004 to June 2005 to achieve the above mentioned objectives:

##### ***Task 1.1 Setting up of NICHES Advisory Committee (NAC)***

Polis and Rupprecht Consult established the NICHES Advisory Committee (NAC) and defined its specific tasks. The committee is made up of the following five high-level experts and key stakeholders involved in urban transport in Europe:

Réginald Babin – GART

Tiago Farias – University of Lisbon

David Jeffery – University of Southampton

John Miles – Ankerbold International

Thanos Vlastos – University of Athens

The Committee played an important role in assessing major content or methodology-related decisions.

The first NAC meeting took place on 10 February 2005, prior to the 1<sup>st</sup> WG meeting. During this first meeting, the NAC was invited to comment on the draft inception report (D 1.1). The participating experts provided valuable input to the further work in NICHEs. They particularly stressed the need for integration between the different NICHEs Concepts, the importance of different stakeholder perspectives and the relevance of real mobility needs.

*Contractors involved:* Project coordinator (Polis), Technical Coordinator and WP1 leader (Rupprecht Consult).

### **Task 1.2 Selection of the members of the Working Groups (for first WG meeting)**

The consortium partners nominated the experts of the four Working Groups. The nominees were experienced urban transport experts with professional knowledge crucial for the project's objectives and the Working Groups' themes. Exact criteria for their selection were defined so that a pool of contacts could be established.

The selection process was focused on the specific expertise for the first work step. For the first WG meeting the WG leaders provided suggestions to the WP1 leader and the project coordinator on whom to invite, listing experts by priority.

The experts attending the first WG meeting are listed in Annex 2. They represent a wide variety of relevant stakeholders in urban transport which provided rich input during the meeting. It was agreed among the Consortium partners that the composition of the WGs will not be fixed for the duration of the entire project. This enabled to invite the most adequate experts to the particular WG meetings.

*Contractors involved:* Project Coordinator (Polis), Technical Coordinator and WP1 leader (RC), WG leaders (RC, EUROCITIES, PTV, and Stockholm) and WUT.

### **Task 1.3 Consolidation of existing reference examples and innovative concepts**

The four thematic areas examined in NICHEs were:

1. New seamless mobility services
2. Innovative approaches in city logistics
3. New non-polluting and energy-efficient vehicles
4. Innovative demand management strategies

In preparation of the 1<sup>st</sup> WG meeting a scoping of relevant information for these areas was carried out. This analysis focused on:

- Implemented practical examples of Innovative Concepts in operation;
- R&D programmes and projects accomplished or in the phase of implementation (European and national);
- Policy initiatives and programmes at national, regional and local level;
- Scientific literature or studies related to the innovative concepts.

In order to select 12 innovative concepts (three per thematic area) to be retained for detailed analysis, a set of criteria was developed. The first WG meeting then served to validate the suggested criteria, to agree on a final definition and preliminary selection of "innovative concepts", and to identify innovation gaps to be addressed by future R&D activities.



The 1<sup>st</sup> WG meeting provided a lively discussion about innovative concepts in urban transport. The experts (see the list of experts participating in the 1<sup>st</sup> WG meeting in Annex 2) brought up a wide range of concepts that are evolving throughout Europe, some still in their pilot stage, others already well established in certain countries. During the discussion it became clear that NICHES needed to focus on specific innovations in urban transport that could be analysed in depth and be fully understood with the given resources.

Each WG leader summarised the discussions held at the first WG meeting, to be incorporated in the common minutes, coordinated by the WP leader (cf. D1.2 *1<sup>st</sup> Working Group Meeting Minutes*).

It was necessary to narrow the concepts identified by the experts in the first WG meeting further down as they were still very broad. Based on extensive desktop research and informal expert inquiries the WG leaders complemented the results of the WG meeting and selected 12 final concepts for further examination. Up to three examples for each innovative concept were chosen to back up the analysis with an empirical basis (cf. overview in Annex 1). These examples include products and services from different European countries and, in one case, North America. They were studied in depth to gain a better understanding of the concepts selected. Together, the input obtained was integrated and interpreted to draw up the final state of the art report (cf. D1.3 *State of the Art in Developing Innovative Urban Transport Concepts*).



Public Bicycles: a NICHES Concept

Photo: Rupprecht Consult

The state-of-the-art report gives precise definitions for all selected concepts and describes the different approaches that they embrace. The process of selecting the concepts is made transparent by providing arguments that clarify why a concept suits the project best, taking into account the discussions among the experts at the first working group meeting.

The second part of the state-of-the-art analysis provides a description of the context of the four thematic areas and of the selected concepts by identifying macro trends, driving forces as well as barriers and problems. Furthermore the examples that have been chosen as representative for the concepts are briefly described.

The 12 selected concepts and examples cover a wide range of issues in passenger and freight transport. They provide a balanced diversity of approaches to pressing urban transport problems.

The selected NICHES Concepts have, despite their sometimes very different nature, a high integrative potential within and between the thematic areas. The state-of-the-art report provided a first “snapshot” of possible links between different concepts, which was further elaborated in a later work package (WP3). Especially concepts that relate to mobility management, taxes and charges, and clean vehicles provide a high integrative potential. Yet, also very specific links between individual concepts could be identified.

The results of the state-of-the-art analysis provided a sound basis for the further examination of the Concepts and examples in NICHES.

*Contractors involved:* Project Coordinator (Polis), Technical Coordinator and WP1 leader (RC), WG leaders (RC, EUROCITIES, PTV, Stockholm).

### **Task 1.4 Inception report and Guidelines**

The NICHES inception phase included the preparation of a fine-tuned project plan defining all tasks and responsibilities of the project partners. The report equally comprised an internal and external communication strategy, described a procedure and standards for project quality control and determined the overall schedule for events, deliverables and milestones (cf. D1.1 *Inception Report*).

To ensure a common approach and understanding of the required methodologies and procedures, the WP leader (RC) additionally prepared specific guidelines for all partners covering the following issues:

- Realisation and conduction of Focus Group sessions;
- General structure of WG meetings;
- Objectives, topics and questions for the 1<sup>st</sup> WG meeting.

*Contractors involved:* Project Coordinator (Polis), Technical Coordinator and WP1 leader (RC), WG leaders (RC, EUROCITIES, PTV, Stockholm) and WUT.

### **Deviations and Corrective Actions**

#### *Delay on State of the Art report (D1.3)*

Given the importance of this deliverable and the need for additional research on the concepts selected, the Project Coordinators agreed on requesting an extension of the deadline to the European Commission in order to guarantee a report of high quality.

*Corrective measure:* the Project Coordinator prepared a detailed project schedule indicating internal deadlines for inputs provided by the partners to the different Deliverables. This allows partners to foresee future work and manage their resources accordingly in order to meet the established deadlines.

## **Deliverables and milestones**

### **WP1 Deliverables**

Number	Deliverable name	Contractors involved	Status
D1.1	Inception Report	Polis, RC, EUROCITIES, PTV, MF, WUT	Approved by the EC
D1.2	Minutes of 1 <sup>st</sup> WG meeting	Polis, RC, EUROCITIES, PTV, MF	Approved by the EC
D1.3	State-of-the-art in developing innovative urban transport concepts in Europe	Polis, RC, EUROCITIES, PTV, MF	Approved by the EC

### **WP1 Milestones and expected results**

Number	Title	Contractors involved	Status
M1.1	1 <sup>st</sup> NAC Meeting	Polis, RC	Completed
M1.2	Selection of WG members	Polis, RC, EUROCITIES, PTV, MF, WUT	Completed
M1.3	1 <sup>st</sup> WG meeting	Polis, RC, EUROCITIES, PTV, MF, WUT	Completed

### 3.3.2 Workpackage 2: Feasibility and Transferability

#### Workpackage objectives

WP2, led by the Warsaw University of Technology (WUT), started in March 2005 and ended at in January 2006, with the Mid-term Workshop (December 2005), the drafting of its proceedings and the submission of the main report compiling the works carried out within this WP (D 2.1. *Success factors and transferability of innovative urban transport concepts*). WP2 aimed to elaborate on the limited selection of 12 Innovative Concepts (from WP1). The objectives of the WP were to:

- Study the feasibility of the Innovative Concepts selected in WP1 in financial, technical and political terms;
- Analyse the framework conditions for a successful implementation and transfer of these concepts;
- Conclude about the complementarity of these concepts and their transferability to other urban contexts in relation to national/regional conditions.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC), WP2 leader (WUT) and WG leaders (RC, EURO CITIES, PTV, Stockholm).

#### Progress towards objectives

The WP leader, WUT, in close collaboration with the technical coordinator, had elaborated a detailed workplan at the beginning of WP2 to facilitate and define in detail the involvement of each partner within this WP.

In order to achieve the above mentioned objectives, the following tasks were defined within WP2:

#### **Task 2.1 Analysis of conditions for successful implementation of innovative concepts**

In order to determine the general feasibility of innovative concepts, it is essential to assess the exact framework conditions under which they have been implemented. WP2 explored the success criteria that distinguish innovative from other examples, as well as the obstacles hindering or deviating implementation and impacts.

A list of horizontal issues (see Annex 3), developed in WP1, provided a solid framework for analysing the main conditions to be taken into account.

Furthermore, also some gaps in research and demonstration regarding these Innovative Concepts were identified in WP2, providing a basis for developing research recommendations in forthcoming steps (WP4).

The methodology to identify success criteria and obstacles was discussed in depth during the previous reporting period and since then referred to as 'success factors and barriers'.

The information on success factors and barriers had been collected by the WG leaders through selected site visits, personal and phone interviews with stakeholders that were involved in the implementation of the concepts, the experts that participated in the 2<sup>nd</sup> WG meeting (see the list of experts participating in the 2<sup>nd</sup> WG meeting in Annex 2), informal phone inquiries and desk research.

The interviews (at least six per WG) had been finalised at the end of the previous reporting period, except for the WG3 leader, which finished them at the beginning of this reporting period (December 2005). The interviews were documented for internal use following a common outline.

An important source of information for WP2 was the 2<sup>nd</sup> WG meeting, which took place during the previous reporting period. The results of the parallel and plenary meetings were



compiled and summarised in NICHES deliverable 2.2, which was approved by the EC during the previous reporting period.

The involvement of key stakeholders that implemented the selected Innovative Concepts in different forms proved efficient to gather information but also facilitated networking activities, e.g. between people dealing with similar concepts in different countries or with people that showed interest in potential benefits of the concepts.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC), WP2 leader (WUT) and WG leaders (RC, EUROCITIES, PTV, Stockholm).

### ***Task 2.2 Assessment of transferability of innovative concepts***

The transferability of the Innovative Concepts to other settings was analysed from a comparative perspective. This task therefore focused on those framework conditions that are important for a successful transfer of innovative concepts, highlighting their sensitivity to context changes.

The assessment of the transferability thus aimed to determine as exactly as possible, to what extent an Innovative Concept or a set of such concepts may be easily or uneasily usable in another urban context, including national/regional ones. This potential of transferability was examined in a qualitative way by assessing the capability of context components to fit with a maximum variety of target contexts.

Within the previous reporting period the context was broken down into a limited number of relevant single components that have been stressed by stakeholders involved as being important (horizontal issues - see task 2.1). The components of the context conditions were evaluated regarding the easiness of transfer to other context conditions. This also relied on the assessment of practical experiences and the input of involved stakeholders (2<sup>nd</sup> WG meeting and interviews).

Existing transfers of the concepts examined to other places in many cases gave important hints regarding favourable contexts for implementing the innovative concepts. At the same time in some cases there could also be clearly identified context conditions that are prohibitive to the implementation of a specific concept.

The results of the preliminary analysis were finally presented and discussed at the Mid-term Workshop on "Mainstreaming urban transport innovation" (Stockholm 1-2 December 2005). The event started with a series of technical visits in the afternoon of the first day. Participants had the opportunity to visit the ethanol, biogas and fuel-cell buses in Stockholm as well as the biogas production plant. The visits were followed by a series of presentations on the policy strategy to deploy clean vehicles in Stockholm, as well as the city's congestion charging scheme and its innovative solutions for urban freight. *D2.3 Mid-term Validation Workshop proceedings* (approved by the EC at the beginning of this reporting period) compiles the presentations at the event and summarises the discussions of the plenary and parallel sessions.

At the occasion of the Mid-term Workshop the 2<sup>nd</sup> meeting of the NICHES Advisory Committee (NAC) took place on 1 December 2005 in Stockholm. At the meeting the members of the NAC gave feedback on the selected Innovative Concepts (IC), gave advice on how to give public attention among policy makers to IC and encourage them to implement them in order to ensure uptake, and on the stakeholders to be involved and other recommendations for the mainstreaming of IC.

The last step in the transferability analysis was the consolidation of the transferability potential in a qualitative evaluation, taking into account the wide range of information collected in WP2, including written sources and more importantly personal input from stakeholders, as well as the input from the NAC. This was summarised in *D2.1 Success factors and transferability of innovative urban transport concepts* (submitted to and approved by the EC the beginning of this reporting period). *D2.1* provides a large amount of detailed information about the wide range of Innovative Concepts. This report is an important

information basis that feed into subsequent work steps, e.g. the elaboration of practical guidelines on how to develop innovative concepts into broad “integrated strategies”.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC), WP2 leader (WUT) and WG leaders (RC, EUROCITIES, PTV, Stockholm).

### Deviations and Corrective Actions

#### *Delay in start of WP2 developments*

In order to allow more time for the development of D2.1 to the WP leader and to recover the slight delay in WP2 following WP1, the development of D2.3 *Minutes of 2<sup>nd</sup> WG meeting* was transferred from WUT to Polis.

### Deliverables and milestones

#### WP2 Deliverables

Number	Title	Contractors involved	Status
D2.1	Success Factors and Transferability of Innovative Urban Transport Concepts	Polis, WUT, RC, EUROCITIES, MF, PTV	Approved by EC
D2.2	Minutes of 2 <sup>nd</sup> WG meetings	Polis, WUT, RC, EUROCITIES, MF, PTV	Approved by EC
D2.3	Mid-term Validation Workshop proceedings	Polis	Approved by EC

#### WP2 Milestones and expected results

Number	Title	Contractors involved	Status
M2.1	2 <sup>nd</sup> WG meetings	Polis, WUT, RC, EUROCITIES, MF, PTV	Completed during the previous reporting period
M2.2	2 <sup>nd</sup> NAC Meeting	Polis, WUT	Completed in December 2005
M2.3	Mid-term validation workshop	Polis, WUT, RC, EUROCITIES, MF, PTV, CEMR	Completed in December 2005

### 3.3.3 Workpackage 3: Design of Integrated Strategies

#### Workpackage objectives and starting point of work at beginning of reporting period

WP3, led by PTV, started in October 2005 and ended in October 2006. It aimed to turn the insight obtained through the previous analytical steps into descriptive and normative guidance for the coordination of actions towards the level of practical implementation. The particular WP objectives were to:

- Develop integrated urban transport strategies combining several Innovative Concepts;
- Edit practical guidelines on how to develop these “integrated strategies”;
- Promote the development and implementation of different Innovative Concepts for urban transport.

The final outcome of the work in WP3 is a practical guideline which allows responsible bodies and active promoters in urban land use and transport planning to initiate a discussion about and work towards integrative approaches in form of bundles of measures in different fields of urban transport that include NICHES Concepts.

WP3 started shortly before the beginning of this reporting period. By the start of this reporting period the WP leader had prepared a draft workplan for discussion among the WG leaders. This workplan represented a comprehensive document where both the structure of the deliverables, the structure of the 3<sup>rd</sup> working group meeting, the expected results of single working steps, the involvement of the NICHES partners and finally the time plan were described. The document was amended according to the feedback from the WG leaders. It marked the start of the actual WP related tasks.

Polis, RC and PTV met for a coordination meeting in Cologne on 18 January 2006. This meeting served to clarify responsibilities of the coordinator Polis, the technical coordinator RC and the WP3 leader PTV and to fine tune the WP3 workplan.

### **Progress towards objectives**

WP3 focused on integrative aspects of urban transport. Therefore not only the WP leader and the WG leaders contributed to the work in WP3 but all NICHES partners involved in WP3 worked on the contents.

In order to achieve the above mentioned objectives, the following tasks were defined within WP3:

#### ***Task 3.1 Development of integrated strategies***

This task focused on the integration of the single Innovative Concepts analysed in the previous WPs into comprehensive packages of urban transport policies and measures, or "integrated strategies". Drawing on the feasibility and transferability analysis and on the identified complementarities between different Innovative Concepts (WP2), this task developed visions and proposals of such integrated strategies.

For this purpose, integration potentials were considered both between different Innovative Concepts, and between these concepts and mainstream policies and measures.

The result was the identification of 11 different integrated strategies, distinguished by their emphasis on their contribution to specific policy goals, instead of one global strategy. This acknowledged the need to develop tailored approaches for different urban contexts and problems while drawing on the broadest possible range of Innovative Concepts.

The discussions at the 3<sup>rd</sup> WG meeting (Brussels, 7-8 March 2006) focused on these integrated strategies and was the starting point for the development of a report on integrated urban transport strategies, addressing integration potentials, approaches for implementing integrated strategies and requirements for coordination (D3.1). D3.1 was delivered to the European Commission in July 2006.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC), WG leaders (RC, EURO CITIES, PTV, Stockholm) and WUT.

#### ***Task 3.2 Development of practical guidelines for implementation***

Within this task a practical guide for urban transport stakeholders on how to implement integrated strategies combining various Innovative Concepts was developed (D3.3 *Guide to Innovative Urban Transport Strategies*). This guide addresses the following issues:

- What are the necessary framework conditions (key aspects) for implementing different innovative urban transport concepts?

- What are feasible and effective ways of combining single innovative urban transport concepts into integrated strategies?
- How can the level of integration be maximised in order to improve impacts?

D 3.3 *Guide to Innovative Urban Transport Strategies* was developed by Polis, PTV and RC with input from the WG leaders (from D 3.1) and was submitted to the European Commission in October 2006.

This task built on the outcomes of the 3<sup>rd</sup> WG meeting which gathered more than 20 experts carefully selected by the WG leaders; all experts were transport practitioners working on the selected Innovative Concepts (see the list of experts participating in the 3<sup>rd</sup> WG meeting in Annex 2). The invitations and contacts prior to the meeting were centralised at Polis. For the meeting, WG leaders, WP3 leader and Polis prepared a briefing paper that was sent to the experts beforehand. For the WG leaders, a WG meeting guideline was prepared. The logistics were coordinated by Polis, and all the consortium partners were actively involved in the meeting (presentations, reporting, moderation, chairing...).

The final outcomes of the 3<sup>rd</sup> WG meeting were incorporated into D3.2: *Minutes of the 3<sup>rd</sup> Working Group meeting*, submitted to the European Commission in April 2006 which draws the following conclusions:

- There is a need to combine Innovative Concepts with each other and with other supporting measures into integrated strategies to ensure the success of their implementation;
- Beyond the need for financial means to implement these strategies, other important aspects for the success of the Innovative Concepts include public acceptance and the involvement of all the relevant stakeholders;
- It is also very important to operate on different levels (e.g. education, marketing...) and take into account the negative impact that an (innovative) concept can have (e.g. transport safety) thus avoiding problems after it has been implemented and increasing its chances for success.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC), WP3 leader (PTV), WG leaders (RC, EURO CITIES, PTV, Stockholm) and WUT.

## **Deviations and Corrective Actions**

### *Difficulties to reach a common understanding on WP3*

In order to reach a common understanding on the work within WP3, the project coordinator (Polis), the technical coordinator (RC) and the WP3 leader (PTV) met in a coordination meeting in Cologne on 18 January 2006. The meeting was dedicated exclusively to WP3, which allowed the involved partners to exchange opinions and contribute to the WP3 workplan that was further developed by the WP leader with input of the discussion at the meeting.

### *Delays and problems in workflow*

In order to discuss the problems related to delays and to the workflow (specially finishing D 3.1) within WP3, the project coordinator (Polis), the technical coordinator (RC) and the WP3 leader (PTV) met in a coordination meeting in Goteborg on 13 June 2006. The meeting was dedicated the last steps of the WP3. Increased support was provided since from Polis and RC, and Polis took the lead on drafting D3.3.

## Deliverables and milestones

### WP3 Deliverables

Number	Title	Contractors involved	Status
D3.1	Integrated urban transport strategies	Polis, RC, EUROCIITIES, MF, PTV	Approved by EC
D3.2	Minutes of 3 <sup>rd</sup> WG meetings	Polis, RC, EUROCIITIES, MF, PTV	Approved by the EC
D3.3	Guide to Innovative Urban Transport Strategies	Polis, RC, EUROCIITIES, MF, PTV	Approved by the EC in December 2006

### WP3 Milestones and expected results

Number	Title	Contractors involved	Status
M3.1	3 <sup>rd</sup> WG meeting	Polis, RC, EUROCIITIES, MF, PTV, WUT, CEMR	Completed

### 3.3.4 Workpackage 4: Research and Policy Recommendations

#### Workpackage objectives and starting point of work at beginning of reporting period

In order to brainstorm on the last step of the project the WP4 leader (RC), WG leaders (RC, EUROCIITIES, PTV and Stockholm), Polis and CEMR met in Cologne on 16 May 2006. WP4 started in August 2006 with the preparation of a detailed workplan by the WP leader, taking into account the discussions previously carried out, and ended in March 2007 with the end of the project. The WP goes one step further in defining future coordination requirements, starting from a reflection on the prospects of urban transport. By confronting the Innovative Concepts and integrated strategies with current trends and visions for the future, the needs and potential for innovation were acknowledged (Task 4.1). On this basis, research recommendations were developed, detailing research gaps and linkages to be addressed (Task 4.2) and policy recommendations were formulated, targeted at decision makers at all levels - EU, national, regional, local (Task 4.3).

The objectives of this WP were:

- To initiate a broad debate on research and policy requirements to meet future urban mobility needs, and achieve a targeted involvement of stakeholders;
- To confront analysis results with current mobility trends and visions of how urban transport should be like in the future;
- To address cooperation and coordination needs at the level of policy and decision making by formulating targeted recommendations.

#### Progress towards objectives

In order to achieve the above mentioned objectives, the following tasks were defined within WP4:

#### **Task 4.1 Identification of innovation gaps and required actions**

Drawing on available analyses of mobility trends as well as on visions for sustainable urban transport systems, the aim of this task was to identify the main innovation gaps and requirements for action. It related these to the four thematic areas and the Innovative Concepts examined. In addition, special attention was paid to urban mobility trends in Central and Eastern European countries, and information from 40 different sources and 6 interviews was processed.

The 4<sup>th</sup> Working Group (WG) meeting (Karlsruhe, 7-8 September 2006) served to discuss future mobility visions of sustainable urban transport strategies with experts in the field (see the list of experts participating in the 4<sup>th</sup> WG meeting in Annex 2) in order to contrast these with the concepts and strategies developed in NICHEs. The aim was to agree and prioritise actions to be recommended for research and policy development at all levels, and to attribute responsibilities. For this WG meeting 5 horizontal focus groups (FG) were created, moving out from the four thematic pillars. The themes of the focus groups were:

1. Financial issues
2. Public support/ users & awareness (incl. promotion to politicians)
3. Institutional cooperation & networks
4. Legal & regulatory/ institutional structures
5. Research & Technology

The briefing papers for each of the 5 sessions were prepared by the WP leader as well as the WG leaders and Polis. Focus groups 1 to 4 addressed visions as well as policy (and research) recommendations related to the NICHEs Innovative Concepts, while FG 5 focused on research recommendations, both in relation to the NICHEs Concepts as well as on urban transport innovation in general.

The WG leaders and Polis summarised the discussions held at the fourth WG meeting to prepare the common minutes (D4.1 - outline prepared by the WP4 leader).

In addition a working document on *Mobility trends and visions* was drafted within this task. This document includes also an overview on clean vehicles visions and perspectives, which has also been promoted through a separate publication to raise awareness on clean vehicles and fuels. Polis worked with the professional designer that prepared the other NICHEs high quality print brochures (cf. WP5 chapter) in order to create this publication on *Clean vehicles and alternative fuels - Trends and visions* (of which 1000 copies have been produced) in line with the other NICHEs publications. This was an additional publication, which was not initially foreseen, but included due to the high value for stakeholders that want to inform themselves about the topic.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC), WG leaders (RC, EUROCITIES, PTV, Stockholm) and WUT.

#### **Task 4.2 Elaboration of research recommendations**

This task focused on the identification of research topics and actions to be addressed in the future. This refers to the specific research domains to be coordinated (or created) as well as to the stakeholders that are active in this field. It outlines which R&D activities should receive priority, indicating the levels and stakeholders to involve.

The WP leader prepared a survey on research needs in urban transport in general and in NICHEs thematic areas in particular, which was distributed among NICHEs experts. The results of the survey, which was returned by 34 experts, and the results from the 4<sup>th</sup> WG meeting (Group 5 'Research and Technology') are the main input for this task.

The conclusions were synthesised in final European R&D recommendations in the field of sustainable urban transport (D4.2 - *Facilitating urban transport innovation on the European level - Research and policy recommendations*). The WP4 leader (RC) developed the template, drafted the document and coordinated the review of this document by the WG leaders; the document was also reviewed by Polis.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC) and WG leaders (RC, EUROCITIES, PTV, Stockholm).



### **Task 4.3 Elaboration of targeted policy recommendations**

This task focused on the practical steps required to deploy the Innovative Concepts examined in NICHES across Europe and to encourage concrete uptake on the local level. Regarding the different levels of policy making involved, it suggested policy actions addressing the European Commission, Member States, regions as well as local authorities and other local stakeholders.

This task was carried out with the input from the 4<sup>th</sup> Working Group meeting as well as with desk research by the Working Group leaders and results from previous work packages.

The conclusions were synthesised in three documents:

- D4.3. a - *Encouraging urban transport innovation on the local level - Policy recommendations from the NICHES project*: This document targets particularly local decision makers and gives recommendations on crucial aspects for the development of a local framework and adequate actions to facilitate the uptake of transport innovations on the local level. The WP4 leader developed the template, drafted the document and coordinated the review of this document by the WG leaders. Polis gave feedback and reviewed the document.
- D4.2 *Facilitating urban transport innovation on the European level – Research and policy recommendations*: This document includes a chapter with policy recommendations addressed to EU policy makers. It brings selected recommendations to discussion that have been highlighted by different urban transport experts during the NICHES working group meetings and stresses the need for EU level actions to further support the development and implementation of urban transport innovation.
- D4.3 b *12 policy notes* (single standing documents for each of the NICHES concepts): More targeted recommendations were elaborated by the WG leaders in the format of twelve “policy notes” (template created by the WP leader) for councillors at local level (elected representatives). These policy notes, which were reviewed by NICHES experts under the coordination of the WP leader as well as by Polis, explain in a short and concise manner the impacts and “problem solving capacity” of the NICHES Innovative Concepts for key mobility challenges and give guidance on how to implement the Innovative Concepts. They have been published in the form of 12 attractive quality print brochures (D5.6. b), which proved particularly valuable to provide local stakeholders with information on specific concepts.

Contractors involved: Project Coordinator (Polis), Technical Coordinator (RC) and WG leaders (RC, EURCITIES, PTV, Stockholm).

### **Deviations and Corrective Actions**

#### Delay in the start of WP4

A delay at the ending of WP3 led to a delay in the start of WP4. At this point of the project an extension of 5 months was requested to the EC and approved. The WP4 leader developed and adapted the WP4 workplan accordingly.

#### Changes in deliverables

Originally D4.2 should include research recommendations and D4.3 policy recommendations, and both should be targeted to stakeholders at all different decision making levels (European, national and local).

In order to allow for a better targeted dissemination, it was decided that D 4.2 should be targeted to the EU level and include both policy and research recommendations. The title for



this report was then changed to *Facilitating urban transport innovation on the European level - Research and policy recommendations*. D4.3 was consequently targeted at the local level, and since research is an activity that concerns less the local actors, it focused on policy recommendations and guidance for implementation of innovative concepts. D4.3 was split up into different documents to enable tailored single standing documents:

- D4.3 a *Encouraging Urban Transport Innovation on the local level. Policy recommendations*: This brochure addresses the framework conditions to enhance local transport innovations on the local level.
- D4.3 b *12 individual policy notes on each of the NICHES concepts*: This series of self-standing documents enable to distribute them in a tailored way to stakeholders interested in one or more particular concepts (e.g. Inner city night delivery or set of 3 brochures on city logistics for people working on this topic).

#### Delays in preparation of brochures

The amount of reports to be prepared and the high demands of the Consortium towards illustrations and layout within this WP caused delays in the drafting of several of them. This was solved with an adjustment of the WP4 workplan.

### Deliverables and milestones

#### WP4 Deliverables

Number	Title	Contractors involved	Status
Working document	Mobility trends and visions	Polis, RC, EUROCITIES, MF, PTV, WUT	Submitted to EC
D4.1	Minutes of 4 <sup>th</sup> WG Meetings	Polis, RC, EUROCITIES, MF, PTV	Submitted to EC
D4.2	Facilitating urban transport innovation on the European level - Research and policy recommendations <sup>1</sup>	Polis, RC, EUROCITIES, MF, PTV	Submitted to EC
D4.3 a	Encouraging Urban Transport Innovation on the local level. Policy recommendations <sup>2</sup>	Polis, RC, EUROCITIES, MF, PTV	Approved by EC
D4.3 b	12 Policy notes (12 single standing documents on each of the NICHES Concepts)	Polis, RC, EUROCITIES, MF, PTV	Approved by EC

#### WP4 Milestones and expected results

Number	Title	Contractors involved	Status
M4.1	4 <sup>th</sup> WG Meetings	Polis, RC, EUROCITIES, MF, PTV, WUT, CEMR	Completed in September 2006
M4.2	3 <sup>rd</sup> NAC Meeting	Polis, RC	Completed in December 2006

<sup>1</sup> The title of this deliverable was changed (originally defined as "Research roadmap for urban transport innovation") to reflect better its content. It includes both policy and research recommendations targeted to the European level stakeholders (EC, EU and national policy makers, networks and associations, industry...)

<sup>2</sup> The title of this deliverable was changed (originally defined as "Local policy recommendations for sustainable urban transport") to reflect better its content.

### 3.3.5 Workpackage 5: Dissemination and Exploitation

#### **Workpackage objectives and starting point of work at beginning of reporting period**

Dissemination and exploitation were key activities for the success of the project given that the mission of NICHEs was “to stimulate a wide debate on innovative urban transport and mobility between relevant stakeholders from different sectors and disciplines across the EU and accession countries, in order to promote the most promising new concepts, initiatives and projects from their current “niches” position to a “mainstream” urban transport policy application”. WP5, lead by Polis and involving the two other networks in the project with a strong role on dissemination (CEMR and EUROCIITIES), started at the beginning of the project with the design of the project corporate identity and finished at the end of the project with the production and distribution of the publications containing the final results.

Throughout the NICHEs project, the essential results for the coordination of actors and actions in the field of urban mobility were elaborated and disseminated in a targeted way. During this reporting period the results of the project have become available and the main dissemination tools have been produced (high quality printed publications) or finalised (e.g. OSMOSE portal).

This WP comprised two main activities:

#### ***Dissemination***

The principal objective was to create user-friendly dissemination tools, and to ensure a high profile for the project all over Europe.

#### ***Exploitation***

The project aimed at offering practical guidelines for implementing innovative concepts and turning them into innovative integrated urban transport solutions. The results of the project constitute a valuable resource for urban transport practitioners, researchers and policy makers. They consist of guidance tools, roadmaps and recommendations. For the exploitation of this material and its potentials, a specific strategy was developed, ensuring that the output of the project reached the end users.

#### **Progress towards objectives**

In order to achieve the above mentioned objectives, four main tasks were defined within WP5, all of which started within the first reporting period:

#### ***Task 5.1: Dissemination methodology and tools***

The dissemination methodology was developed during the first two months of the project and discussed with the partners. It included:

- The creation of a stakeholder contact database: Polis and CEMR have developed a database that has continuously been updated during the whole duration of the project.
- The identification of nationally based dissemination channels and interfaces: CEMR was in charge of this activity, and the relevant contacts were included in the database during the previous reporting period.
- The corporate identity (layout) of the project: task accomplished in the first reporting period.
- The dissemination strategy is based on the multiplying effect of the three networks of the NICHEs Consortium (Polis, EUROCIITIES and CEMR). The dissemination of the project's results was organised through different channels (members of the respective network partners, dedicated NICHEs contact database covering different

groups of stakeholders) and tools (printed leaflet, electronic newsletters, website, publications, events), on different levels (from general and concise project info up to detailed guidelines and recommendations) and towards different target groups (politicians, technicians, local, national and European level). A dissemination template to keep track of any dissemination activity (press releases, articles, mailings, presentations, material distribution) was distributed to the partners.

In order to promote and disseminate the content of the project, the following tools were produced:

- A leaflet presenting the project (paper and electronic versions): Task accomplished within the first reporting period.
- A power-point presentation of the project: Task accomplished within the first reporting period.
- The fifth and sixth NICHES e-Newsletters: Developed by CEMR with the support of Polis, they were distributed to NICHES contacts and uploaded on the NICHES website. They include information on the final results and reports, on the policy seminar at the Committee of the Regions, on the Final Conference, and on the OSMOSE Awards. 5<sup>th</sup> and 6<sup>th</sup> Newsletters are available on the NICHES website.
- NICHES posters: NICHES posters were produced by CEMR for the Mid-term workshop and by Polis for the exhibition area of the NICHES Final Conference.
- *Innovative Urban Transport Concepts* (D 5.6a, quality print): This publication wants to help urban transport decision makers and practitioners to find innovations that could be applied in their cities, by providing an overview of some of the most promising innovative urban transport concepts. It includes the results of the practical research carried out, i.e. a detailed description of the NICHES Innovative Urban Transport Concepts. Polis worked with a professional designer to produce this publication, of which 1,000 copies were produced. It was included in the welcome pack of the NICHES Final Conference, which was attended by some 280 professionals and decision makers of the urban transport field from across Europe. The electronic version is available for download at the NICHES website as well as in OSMOSE, and it is included in the CD Rom that compiles all the NICHES publications. The paper version has been distributed at other events and can be ordered via a request form that is available on the NICHES website's homepage.
- *Guide to innovative urban transport strategies* (D 5.6b, quality print): This guide wants to help urban transport decision makers and practitioners to find innovations that could be applied in their cities, by providing combinations of NICHES Concepts with each other as well as with mainstream measures in order to build integrated innovative urban transport strategies. It is illustrated how the integration of Innovative Concepts can contribute to the success of their implementation, by addressing different aspects (e.g. technological, financial, public acceptance...) of the transport system, or combining measures that contribute to the same policy objectives. The proposed combinations are based on the synergy effects of these measures, and their added value over conventional single measures is explained. Polis worked with a professional designer to produce this publication, of which 700 copies were produced. It was distributed at the NICHES Final Conference. The electronic version is available for download at the NICHES website as well as in OSMOSE, and it is included in the CD Rom that compiles all the NICHES publications. The paper version has been distributed at other events and can be ordered via a request form that is available on the NICHES website's homepage.
- *Facilitating urban transport innovation on the European level - Research and policy recommendations* (D5.7, quality print): This publication is particularly directed towards EU level decision makers and the European research community in the

field of urban transport. The NICHEs research recommendations want to give an input to the discussion on upcoming EU funded research activities. The brochure identifies research gaps in the field of urban transport innovation and provides key research recommendations addressing research topics, perspectives and formats. It also highlights several policy recommendations to the EU level. As the target group of this publication is more restricted Polis worked with a professional designer to produce only the cover of this publication, of which few copies were produced. The layout of the core document was done by the WP leader. The electronic version is available for download at the NICHEs website as well as in OSMOSE, and it is included in the CD Rom that compiles all the NICHEs Publications.

- *Encouraging urban transport innovation on the local level - Policy recommendations from the NICHEs project* (D5.8. a, quality print): This report comprises the policy recommendations addressed to all the stakeholders involved in the management of local transport and mobility. Polis worked with a professional designer to produce this publication, of which 700 copies were produced. The electronic version is available for download at the NICHEs website as well as in OSMOSE, and it is included in the CD Rom that compiles all the NICHEs publications. The paper version has been distributed in several events and can be ordered via a request form that is available on the NICHEs website's homepage.
- *12 Policy Notes on Innovative Urban Transport Concepts* (D5.8.b quality print, single standing documents for each of the 12 NICHEs Concepts): These 12 policy notes help local decision makers to decide whether a certain innovative urban transport concept could be a good solution within their own local transport context. For each of the NICHEs Concepts, the notes look into benefits and costs, users and stakeholders, preparation, implementation, and operation. Polis worked with a professional designer to produce these publications, of which between 600 and 900 copies were produced for each of the policy notes. They were distributed at the NICHEs Final Conference. The electronic versions are available for download at the NICHEs website as well as in OSMOSE, and they are included in the CD Rom that compiles all the NICHEs publications. The paper versions are being distributed in several events and can be ordered via a request form that is available on the NICHEs website's homepage.
- *Clean vehicles and alternative fuels - Trends and visions* (quality print): The consulting company WSP Analysis&Strategy prepared this report on behalf of the City of Stockholm as annex to the NICHEs working document *Mobility Trends and Visions*. The document provides an overview of the existing clean vehicles and fuels as well as the trends and visions for the future. Due to the relevance of this document to current discussions on clean urban transport, it was decided to publish it as a stand alone high quality print brochure. Polis worked with a professional designer to produce this publication, of which 1,000 copies were produced. The electronic version is available for download at the NICHEs website as well as in OSMOSE, and is included in the CD Rom that compiles all the NICHEs publications. The paper version is being distributed in several events and can be ordered via a request form that is available on the NICHEs website's homepage.
- CD Rom: 700 copies of a CD Rom compiling the NICHEs publications as well as the presentations of the Final Conference have been produced, and will be distributed at relevant events after the end of the project.

Contractors involved: Polis, CEMR

### **Task 5.2: Design and implementation of the open-source website OSMOSE**

Polis created the NICHES website [www.niches-transport.org](http://www.niches-transport.org) during the previous reporting period. It has 3 different sections: a public section, a section for the experts participating in the project and a section for the project consortium partners. The first one contains general information on NICHES and the two other sections are password protected. The section dedicated to the experts includes information on the Working Group meetings and their results, and the partners section contains, in addition to what the first two sections provide, the internal deliverables, templates for the different reports and other working or dissemination documents, and the experts' database for the WG meetings.

[www.niches-transport.org](http://www.niches-transport.org) is managed by Polis, through a user-friendly back-office tool that allows making changes on all the sections of the site. Since the website was created by a professional webmaster with the supervision of Polis, Polis has been updating the website with the latest news related to the project and uploaded reports as they are produced. In addition, Polis has been promoting the website through other dissemination channels (in the project's Newsletters, in the Polis newsletter, when distributing the NICHES leaflets at relevant events...). The website contains now all the results and publications produced within NICHES.

The NICHES website was the first step towards the open-source knowledge centre, OSMOSE (open source for mobile and sustainable city, [www.osmose-os.org](http://www.osmose-os.org)). The development of the technical part of OSMOSE (database features) was finalised by a specialised company at the beginning of the reporting period, and Polis developed the content, taking into account some suggestions from the NICHES partners; OSMOSE which include the following features:

- “Innovative urban transport concepts” database: Polis drafted in the previous reporting period a case study for each of the practical examples of the 12 NICHES Innovative Concepts (i.e. 32) described in the state of the Art report. These case studies as well as other examples were uploaded on OSMOSE at the beginning of this reporting period, when website was finalised and online.
- Expert database of individuals involved in developing such Concepts: this contact database includes the contact details of the NICHES experts that have been involved through the WG meetings and through personal interviews. The experts have been consulted prior to the publication of their contact details to give the agreement to include their names Polis has updated this contact database during the whole duration of the project.
- Document database presenting results of the main R&D projects (European and National) related to the projects' objectives, as well as the NICHES outcomes: this includes all the NICHES publications as well as reports from other projects, and it has been updated during the whole duration of the project.
- Online competition for the most Innovative Concept (OSMOSE Awards): the OSMOSE Awards were launched in December 2005, at the occasion of the NICHES Mid-term Workshop. The Awards wanted to reward “local authorities and their local partners who have shown the courage to introduce innovative and daring measures in order to meet the challenges they are facing today in the urban transport field in a sustainable and effective way”. They were promoted by the different NICHES dissemination channels as well as through the databases of the partners. Polis compiled the applications for the OSMOSE Awards. In total 28 applications were received. Polis, CEMR and EUROCITIES disseminated the application form to all their members. Polis sent copies of all the applications and accompanying material to the Jury (the NICHES Advisory Committee), which met on 11 December 2006 to discuss on the applications and to agree on the Awards winners, following different evaluation criteria prepared by Polis. The Awards were



handed out to the winners (cities of Bremen, Graz, Barcelona, Freiburg and Stockholm, and the region of Emilia Romagna) by Mr Jacques Barrot, EU Commissioner for Transport, at the Awards ceremony, which took place within the NICHES Final Conference in Toulouse on 16 March 2007.

- E-group: an email discussion forum has been launched and all experts involved in NICHES have been invited to join.
- A list of links to websites of EU projects related to urban transport innovation (including NICHES).

Polis will continue to update the OSMOSE portal after the end of the NICHES project.

Contractors involved: Polis

### ***Task 5.3: Press and media relations***

The press departments of the network partners, CEMR, Polis and EUROCITIES took care of the press and media relations. The following material supported the press and media relations:

- A template for press releases;
- A press information package with an emphasis on visual material: CEMR elaborated an on-line press package for the NICHES website in the previous reporting period. The press package contains a general press text on NICHES, links to the NICHES leaflet and to the State of the Art report, information on upcoming events and contacts. This online press package was updated and improved by CEMR in November 2005 and it is available on [www.niches-transport.org](http://www.niches-transport.org).

The press information package and press contact database were permanently updated during the project and regular electronic press mailings were carried out, e.g. after the Working Group meetings to present the results, and before and after the Mid-term Workshop and the Final Conference.

In September 2006 the French journalist H el ene Giraud interviewed a Consortium partner (RC) in relation to NICHES results on public bicycles, which was summarised for an article in the journal "Ville & Transports Magazine" (No 408, 27 September 2006).

In October 2006 an interview "Transport of the Future" with Professor W. Suchorzewski (WUT) was published in the Polish monthly magazine "Politechnika" no. 10(106), dedicated to NICHES.

In addition, Polis prepared a press release on the OSMOSE Awards, which was handed to the press at the NICHES Final Conference in Toulouse and uploaded on the NICHES website. The press release is available on the NICHES website.

Contractors involved: Polis, CEMR, EUROCITIES

### ***Task 5.4: Event organisation and networking***

The dissemination partners are in charge of ensuring the promotion of the project in the relevant events and conferences at national and EU level. A list of conferences and events in which NICHES partners planned to participate was created and circulated at the beginning of the project to encourage partners to promote NICHES at the events they organise or attend (via presentations, leaflet distribution...).

During this reporting period the three key NICHES dissemination events took place:

- The *NICHES Mid-term Validation Workshop* took place in Stockholm on 1-2 December 2005. The event gathered more than 50 local transport stakeholders from across Europe, who had the opportunity to learn about NICHES at plenary sessions and at two parallel sessions dedicated to the four NICHES thematic Working Groups. The event also included a round table discussion on how to make innovative technologies and policy measures attractive for the public and gain public support. The discussion, presentations and conclusions of the workshop are summarised in Deliverable D.2.3, submitted to the European Commission in January 2006, which is available on the NICHES website ([www.niches-transport.org](http://www.niches-transport.org)).
- A *NICHES Policy Seminar* was organised at the Committee of the Regions in Brussels on 12 December 2006. The event, which was organised by CEMR and Polis and which was not in the original plan of the project, gathered more than 100 participants and aimed at illustrating how the innovative transport measures that NICHES explored can contribute to meet local policy goals. Together with presentations from the NICHES consortium partners, high level speakers from leading European cities illustrated how the NICHES measures can help to make local mobility more sustainable and come to cleaner, safer and more efficient transport systems in European cities. The proceedings of the policy seminar are available on the NICHES website ([www.polis-online.org](http://www.polis-online.org)).
- The *NICHES Final Conference* took place in Toulouse on 16 March 2007 and was organised in the framework of the Polis Annual Conference (15-16 March 2007). At the event, apart from a plenary session where an introductory overview of NICHES was given by the Coordinator and a representative from the European Commission, representatives from local and regional authorities presented the initiatives implemented in their cities related to the NICHES Innovative Concepts in four thematic sessions. The NICHES Innovative Concepts were also presented at the exhibition area, at four NICHES stands promoting the 4 NICHES thematic areas. The 12 NICHES Policy Notes as well as the report on Innovative Urban Transport Strategies were distributed at the stands. In addition the brochure on Innovative Urban Transport Concepts was distributed to all the participants in the conference pack. Visitors at the stands were encouraged to learn about the NICHES Concepts and to “invest” in the most promising Concept, with “Nich€s” money that all participants received. The scores for the different Concepts were shown in the main screen of the Conference during the whole event. The most promising Concept according to the “investors” was the one of Public Bicycles. The NICHES Conference ended with the OSMOSE Awards Ceremony. EU Commissioner for transport Mr Jacques Barrot handed out the Awards to representatives of the winning cities and regions (Bremen, Graz, Emilia Romagna, Freiburg, Barcelona and Stockholm). The proceedings of the Final Conference are available on the NICHES website ([www.polis-online.org](http://www.polis-online.org)).



OSMOSE Awards winners with Commissioner for Transport Jacques Barrot and Mayor of Toulouse Jean-Luc Moudenc (Polis President), during the Award ceremony in Toulouse (16 March 2007)

In addition to the regular consortium meetings two meetings took place in Brussels during this reporting period dedicated to the organisation of the Final Conference. In the first one, which took place in February 2006 and was attended by Polis and RC, the framework and structure of the Conference was discussed. In the second one, which took place in February 2007 and was attended by Polis, RC, CEMR and EURO CITIES, the practical details and responsibilities of the partners at the Conference were discussed.

In addition the NICHES Consortium partners (Polis, RC, CEMR and PTV) participated at the TRA Congress in Gothenburg (12-15 June 2006). At the event NICHES had a stand at the European Commission exhibition area where NICHES material (including a compilation of case studies prepared for the occasion) was distributed. A quiz on NICHES Innovative Concepts was also organised for the visitors of the stand. In addition, NICHES project was presented in one of the sessions (see the conference programme on [www.traconference.com/216.aspx](http://www.traconference.com/216.aspx))

During this reporting period POLIS and CEMR met in two occasions to discuss the dissemination strategy and the activities for 2006 and 2007. The meeting on 28 March 2006 focussed mainly on the organisation of the NICHES policy seminar at the Committee of the Regions, and the meeting on 31 August 2006 served to discuss the practical organisation and preparation of the NICHES Policy Seminar.

NICHES was also presented at the following events:

- 25-26 May 2006, Gdansk: XXXI Conference in Urban Transport; NICHES presentation by WUT;
- 7-9 June 2006, Barcelona: First Catalan Bicycle Congress; presentation on NICHES and Public Bikes Concept in Europe by RC; interview with Radio Catalunya; provision of information for the newspaper "El Punt" (journalist Mercé Miralles);



- 8-9 June 2006, Seville: "III jornadas técnicas del observatorio de la movilidad: El papel de las Autoridades de transporte en la gestión de la demanda del transporte". Presentation on cycling initiatives in Europe, including the public bikes findings within NICHES, by Polis;
- 14 June 2006, Paris: Meeting of CEMR transport working group. NICHES presentation by CEMR;
- 21-23 June 2006, Warsaw: Conference organised by EUROCITIES and the City of Warsaw; NICHES presented by WUT at the plenary session.
- 30 March 2007, Lons-le-Saunier (France): *FUBicy Annual Meeting* (French bicycle user association); NICHES presentation by Rupprecht Consult;
- 19-20 April 2007, Geneva: *Crans Montana- High Level Experts Forum: From Fossil to Renewable Energy- Can industry lead the way?*; presentation on NICHES and clean vehicles in Europe by Polis

In addition NICHES will also be presented after the end of the project at:

- 12 June 2007, Munich: *Velo-City 2007*; NICHES and public bicycles presentation by RC, and material distribution by Polis

Finally an abstract will be submitted to present NICHES at the TRA 2008 event.

In addition, NICHES promotional material has been disseminated at different events.

Besides the networking activities at events, the NICHES WG leaders provided information to stakeholders interested in particular NICHES Concepts on an individual basis. Throughout the project the interest in some of the Concepts led to a number of direct requests for more information via e-mail and telephone. The WG leaders tried to apply a kind of "direct marketing" approach to encourage the interested stakeholders to evaluate the suitability of NICHES Concepts for their local contexts. This had a particular impact for the concept of Public Bicycles, which met high interest in countries as France and Spain (e.g. stakeholders from Barcelona, who had requested information and a presentation on the topic, meanwhile have contributed to the establishment of a large scale public bicycle system – called BICING - in the city).

Contractors involved: Polis, CEMR, EUROCITIES, RC, PTV, City of Stockholm, WUT

## **Deviations**

### *Final workshop*

Even if only two workshops had been planned originally within NICHES (Mid-term and Final workshops) it was decided to have one more event at the end of the project, i.e. a Policy Seminar at the Committee of the Regions in Brussels on 12 December 2006, where politicians from different European municipalities presented the NICHES initiatives implemented in their cities. Other local politicians were also invited to join the event and contribute to the discussion, as well as representatives from different DGs of the European Commission, associations and user groups representatives, the industry, the research community, and representatives from local authorities. In order to encourage stakeholders from local authorities (politicians and technical staff) to attend the event Polis combined it with a Political Group meeting of the association and with the Annual General Assembly. CEMR combined it with a meeting of its transport committee. The NICHES seminar gathered more than 100 participants.

## Deliverables and milestones

Number	Title	Contractors involved	Status
D5.1	Dissemination database and tools	Polis, CEMR	Completed in previous reporting period
D5.2	Web-based open source tool (OSMOSE)	Polis	Completed (online) & regularly updated
D5.3	Project leaflet, collecting visual material	Polis	Completed in first reporting period
D5.4	Press information package	Polis, CEMR	Completed & regularly updated
D5.5	E-mail newsletters after each WG meeting and Validation Workshop (4 minimum)	Polis, CEMR	All (6) issues completed
D5.6 a <sup>3</sup>	Innovative urban transport concepts	Polis, RC, PTV, MF, EUROCIITIES	Submitted to EC
D5.6 b	Guide to innovative urban transport strategies (quality print)	Polis, RC, PTV, MF, EUROCIITIES	Submitted to EC
D5.7 <sup>4</sup>	Facilitating urban transport innovation on the European level- Research and policy recommendations	Polis, RC, PTV, MF, EUROCIITIES	Submitted to EC
D5.8 a <sup>5</sup>	Encouraging urban transport innovation on the local level- Policy recommendations from the NICHES project	Polis, RC, PTV, MF, EUROCIITIES	Submitted to EC
D5.8 b	12 Policy notes on urban transport innovative concepts	Polis, RC, PTV, MF, EUROCIITIES	Submitted to EC

## WP5 Milestones and expected results

Number	Title	Contractors involved	Status
M5.1	Adoption of dissemination strategy	Polis	Completed in previous reporting period
M5.2	Adoption of the project corporate identity (layout) – launch of the dissemination tools	Polis	Completed in previous reporting period
M5.3	Launch of the project website and OSMOSE tool	Polis	Completed
M5.4	Adoption of exploitation strategy	Polis, CEMR	Completed in previous reporting period
M5.5	Mid-term Validation Workshop	Polis, RC, EUROCIITIES, MF, PTV, WUT, CEMR	Completed in previous reporting period
M5.6	Final Validation Workshop	Polis, RC, EUROCIITIES, MF, PTV, CEMR	Completed (16/03/2007)

<sup>3</sup> D5.6 was originally entitled “Guidelines for implementing integrated urban transport strategies”

<sup>4</sup> D5.7 was originally entitled “Research roadmap for urban transport innovation”

<sup>5</sup> D5.8 was originally entitled “Policy recommendations for sustainable urban transport”



### 3.3.6 Workpackage 6: Project Management

WP6 structured the work and defined the tasks and responsibilities of the project management. The project management aimed at providing a smooth implementation of the project and ensuring the quality and timely submission of deliverables and results. The small size of the consortium allowed keeping control of the progress of the project and at the same time being more efficient in the project management.

The project management objectives were to:

- ensure the day-to-day management of the project and maintain regular contact with the European Commission Project Officer;
- ensure that the project targets are met;
- supervise the activities in the WP's, co-ordinate the co-operation between the WP leaders and Working Group leaders;
- co-ordinate the production of all technical deliverables;
- write the administrative reports according to the contract;
- carry out the financial management of the project;
- assist the NICHES Advisory Committee and organise and prepare its meetings;
- organise project consortium meetings.

In order to facilitate the overall project management and to avoid that the administrative-related work and the content-related management tasks interfere with each other, the project management was divided into administrative/financial management and technical/scientific management, with different activities and duties defined to meet the above mentioned objectives:

#### **Task 6.1: Administrative and financial management**

Polis was in charge of all activities related to administrative and financial management. The administrative and financial management of the project encompassed three main duties:

1) *Consortium management.* The management of the consortium covered:

- The organisation of the consortium meetings: Polis, in cooperation with the hosts, organised the six consortium meetings that took place within this reporting period (Stockholm, 1 December 2005; Brussels, 6-7 March 2006; Cologne, 16 May 2006; Karlsruhe, 6-7 September 2006; Brussels, 11 December 2006; Toulouse, 14 March 2007). Polis and RC prepared the agenda for the meetings, and the hosts partners took care of the logistics in cooperation with Polis.
- The reports of the consortium meetings: Polis drafted the minutes of the six consortium meetings, which are available on the partners section of the NICHES website.
- The communication between the consortium members: Polis has been the contact point for the communication between the consortium members, and has always been informed when bi-lateral communication between the partners took place (e.g. between the Technical Coordinator, WP leaders and WG leaders).
- The monitoring of the input to the project: Polis has been in permanent contact with the Technical Coordinator and WP leaders in order to closely follow the work and input to the project by all the consortium partners.
- The compliance with the adopted timetable: in order to ensure that partners comply with the adopted timetable, Polis developed a detailed calendar, which was continuously updated as the project advanced. It included main deadlines and

milestones, but also internal intermediary deadlines, and it was available in the members section of the NICHEs website.

2) *Administrative Reporting.* Polis was the contact point for all communication between the members of the consortium and between the consortium and the European Commission. Polis was also in charge of preparing all administrative reports as requested by the European Commission and as indicated in the Technical Annex. During this reporting period Polis drafted and submitted the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> Progress Reports with the input received by the NICHEs partners. At the beginning of this reporting period Polis prepared and submitted the Annual Report, which included the Management report, and currently Polis is preparing the 2<sup>nd</sup> Annual Report, which includes the 2<sup>nd</sup> Management report, and the Final Report.

3) *Financial management.* The project manager is responsible for all financial issues. During this reporting period Polis ensured that the payment received from the EC in relation to the work carried out during the first year of the project was distributed to the partners, and dealt with the reimbursement of the experts of the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> WG meeting, the NAC and some speakers at the three dissemination events. During the preparation of the WG meetings, Polis reviewed the budget for the WG meetings and ensured that the travel expenses of the experts complied with the available resources. Polis informed the experts about the conditions for reimbursement of travel expenses, and reimbursed the participants after the meeting accordingly.

Contractors involved: Polis

### **Task 6.2: Technical management and coordination**

The technical management was carried out by Rupprecht Consult Forschung & Beratung GmbH. The Technical Coordinator was responsible for the day-to-day management of the project on the technical level. The technical coordinator was under the responsibility of the project manager.

The key activities of the technical management were:

1) *Overall scientific and technical coordination.* During the reporting period, Rupprecht Consult (RC) coordinated the performance of WP4 according to the work plan and assured the consistency and interrelations between the WP and the Working Groups. RC also assisted, guided and worked in close cooperation with the WP2 and WP3 leaders (WUT and PTV respectively). The technical coordinator ensured a frequent and reliable communication between consortium members, and also between the consortium and the European Commission through Polis.

2) *Organisation of Working Group meetings.* RC, with the support of Polis, WUT (WP2 leader) and PTV (WP3 leader) co-ordinated the preparation of the 3<sup>rd</sup> and 4<sup>th</sup> Working Group meeting, and provided guidelines on methodology and contents to the WG leaders.

3) *Production of key technical deliverables.* The technical manager prepared the 1<sup>st</sup> Annual Activity Report, in cooperation with Polis. The 2<sup>nd</sup> Annual Activity Report, i.e. the present document, and the Final Report are prepared by Polis and reviewed by the technical manager.

4) *Preparation and organisation of the NAC meetings and quality controls.* RC ensured that the quality control feedback and decisions made by the NAC at the second NAC meeting (Stockholm, 2 December 2005) were incorporated in the project. At the meeting the results of the project within WP1 and WP2 were discussed; in addition NAC members were asked for input for WP3 and WP4 in relation to the development of transport innovations, uptake of existing transport innovations and the strategic advice on next steps in NICHEs (also for WP5). Finally the NAC discussed the preparation of the Mid-term Workshop. RC prepared a document indicating the suggestions of the NAC and the step of the project where these comments should be taken into account.

For the 3<sup>rd</sup> NAC meeting (Brussels, 11 December 2006), Polis prepared a briefing paper which was reviewed by RC. Polis drafted the agenda and minutes and chaired the 3<sup>rd</sup> NAC meeting, which was dedicated to discuss and decide on the OSMOSE Awards winners.

The technical coordinator reports to the project manager who is ultimately responsible towards the EC and the other partners.

Contractors involved: RC, Polis

## Deviations and Corrective Actions

### *Extension of the project duration*

NICHES was developed as a 2-year project; as the project advanced, this time frame proved to be too tight to meet the projects' ambitious objectives, and partners have been continuously re-shaping the NICHES calendar to adapt best to the time constraints. In order to guarantee the quality of the project's outcomes, the NICHES Consortium decided to request an extension of the contract for 5 months (until March 2007). Polis sent a formal request on behalf of the Consortium to the European Commission and this extension (within the existing budget) was accepted by the EC.

## Deliverables and milestones

### WP6 Deliverables

Number	Title	Contractors involved	Status
D6.1	Progress reports	Polis	1 <sup>st</sup> Approved 2 <sup>nd</sup> Approved 3 <sup>rd</sup> Approved 4 <sup>th</sup> Submitted in December 2006 5 <sup>th</sup> Submitted in May 2007
D6.2	Mid-term review – report (Activity Report)	RC, Polis	Approved
D6.2	Period 2 review – report (Activity Report)	Polis, RC	Submitted to EC
D6.3	Final report	Polis , RC	Submitted to EC

### WP6 Milestones and expected results

Number	Title	Contractors involved	Status
M6.1	Consortium meeting 1 (organisation)	Polis, RC	Done (previous reporting period)
M6.2	Consortium meeting 2 (organisation)	Polis, RC	Done (previous reporting period)
M6.3	Consortium meeting 3 (organisation)	Polis, RC	Done (previous reporting period)
M6.4	Consortium meeting 4 (organisation)	Polis, RC, WUT	Done (previous reporting period)
M6.5	Consortium meeting 5 (organisation)	Polis, RC, Stockholm	Done (1 December 2005)
M6.6	Consortium meeting 6 (organisation)	Polis, RC	Done (6-7 March 2006)
M6.7	Consortium meeting 7 (organisation)	Polis, RC	Done (16 May 2006)
M6.8	Consortium meeting 8 (organisation)	Polis, RC, PTV	Done (6-7 September 2006)
M6.9	Consortium meeting 9 (organisation)	Polis, RC, EUROCIITIES	Done (11 December 2006)
M6.10	Consortium meeting 10 (organisation)	Polis, RC	Done (14 March 2007)

## 4 Results and conclusions

The results of NICHES are presented in the different brochures that were published at the end of the project. The main findings include:

### *Selection of 12 Innovative Concepts with potential to tackle urban transport problems*

At the beginning of the project the 12 NICHES Innovative Concepts were defined, taking into account the debate at the 1<sup>st</sup> experts' WG meeting. These are urban transport innovative concepts that have been successfully implemented in some (European) cities, helping to solve urban transport related problems and to achieve urban transport related policy goals, but that need a push to be deployed broadly. The 12 Concepts (defined within 4 thematic WGs, see table below) were illustrated with examples of their implementation (see Innovative Concepts and examples in Annex 1).

**Table 6: Overview of NICHES thematic areas and Innovative Concepts**

WG 1 New seamless mobility services	WG 2 Innovative approaches in city logistics	WG 3 New non-polluting and energy-efficient vehicles	WG 4 Innovative demand management strategies
Urban Lift-sharing Services	Space Management for Urban Delivery	Policy Strategies for Clean Vehicles	Transportation Management Associations (TMAs)
Public Bicycles	Inner-city Night Delivery	Biogas in Captive Fleets	Local Taxes or Charges, Ring-fenced for Transport
Call-a-bus Services	Alternative Solutions for Home Delivery	Joint Procurement of Clean Vehicles	City-wide Campaigns

### *Identification of barriers and framework conditions for the implementation of innovative concepts*

Within NICHES the barriers for the implementation of these concepts were explored, as well as the framework conditions (legal, regulatory, economic...) to implement them. It was evidenced that these are issues that need to be explored and studied prior to the possible implementation of an Innovative Concept, in order to avoid failures. To ensure the successful implementation of the Concepts these barriers, if existing, should be properly addressed and suitable framework conditions be created.

### *Definition of integrated strategies*

Within NICHES, integrated strategies were defined, combining NICHES Innovative Concepts and mainstream measures, which allows for a holistic approach to tackle specific urban transport problems, combining push and pull measures or measures that contribute to the same policy objective. In fact the implementation of an Innovative Concept often needs to be accompanied by supporting measures (e.g. an awareness raising campaign) to make it a success. These accompanying measures can be more or less innovative, but will always support the Innovative Concept or counteract a possible negative effect of the innovative concept (e.g. allowing clean vehicles to enter a congestion charge zone).

### *Policy and research recommendations*

The final stage of NICHES included the development of policy and research recommendations for stakeholders at the EU, national, and local levels. These are summarised in several publications (*Encouraging Urban Transport Innovation on the Local*

*Level - Policy Recommendations, Policy Notes and Facilitating Urban Transport Innovation on the European Level - Research and Policy Recommendations, see below).*

In addition the need for strong political support and leadership in order to make Innovative Concepts work was highlighted, as it has been the case in many of the cities where these concepts have been implemented (e.g. Congestion charging scheme in London). Together with this it is also essential to involve and communicate with the citizens and user groups, and to do so before, during and after the implementation of the Concept.

The NICHEs results are presented in a series of publications that include horizontal reports addressing urban transport innovation issues as well as policy notes dedicated to NICHEs Innovative Concepts:

## 1) Innovative Urban Transport Concepts



This publication wants to help urban transport decision makers and practitioners to find innovations that could be applied in their cities, by providing an overview of some of the most promising innovative urban transport concepts. It includes the results of the practical research carried out, i.e. a detailed description of the NICHEs Innovative Urban Transport Concepts.

These are innovative urban transport measures that have proven to be successful in (mostly) European cities. NICHEs has explored twelve Innovative Concepts, selected by European urban transport experts, in order to encourage their uptake in different urban contexts.

## 2) Encouraging Urban Transport Innovation on the Local Level - Policy Recommendations



This report wants to help decision makers and technical staff to stimulate innovative transport and mobility solutions in their cities and regions.

This also requires taking into account new trends and challenges that constantly arise for cities and regions in Europe. This brochure presents selected examples of such trends and highlights the need for action.

NICHEs Concepts are at the forefront of urban transport innovation and they are promising solutions that can help to address existing and upcoming challenges. A vision 2020 illustrates the potential of the NICHEs Concepts to contribute to a more sustainable urban transport

system and an improved quality of life in urban areas.

This publication addresses the challenge to improve general conditions for enhancing the uptake of transport innovations, considering a range of policy issues in four key areas, where barriers are often found on the local and regional level to make a real step towards a more sustainable urban transport system. These areas are:

- Financial & Economic Issues
- Public Support/ Users & Awareness
- Interorganisational Cooperation & Networks
- Legal, Regulatory & Administrative Issues



Policy recommendations are proposed in these four fields. They focus on what should be put forward on local agendas to facilitate the uptake of NICHES Concepts and to enhance the development and implementation of local transport innovations in general.

### 3) Policy notes

12 policy notes related to the 12 NICHES Innovative Concepts have been produced within NICHES. In each of the policy note the costs and benefits, the stakeholders to be involved, the users to whom the initiative should be addressed, and the key steps for implementation are described. In addition contact details of several experts involved in the implementation of these concepts is provided.

The 12 NICHES Innovative Concepts were defined within 4 key thematic areas, namely:

#### New Seamless Mobility Services

Urban Lift-sharing  
Services



Public Bicycles



Call-a-bus  
Services



#### Innovative Approaches in City Logistics

Space Management  
for Urban Delivery



Inner-city  
Night Delivery



Alternative Solutions  
for Home Delivery



## New Non-polluting and Energy-efficient Vehicles

Policy Strategy  
for Clean Vehicles



Biogas in  
Captive Fleets



Joint Procurement  
of Clean Vehicles



## Innovative Demand Management Strategies

Transportation  
Management  
Associations (TMAs)



Road Pricing Schemes



City-wide  
Campaigns



## 4) Guide to Innovative Urban Transport Strategies



This guide wants to help urban transport decision makers and practitioners to find innovations that could be applied in their cities, by providing a description of the combinations of NICHES Concepts to develop integrated urban transport strategies (NICHES Strategies). As such, it is illustrated how the integration of Innovative Concepts can contribute to the success of their implementation, as it allows addressing different aspects (e.g. technological, financial, public acceptance...) of the transport system, or combining measures that contribute to the same policy objectives.

## 5) Clean Vehicles and Alternative Fuels - Trends and Visions



This publication aims to provide an overview of the existing clean vehicle technology and fuels, their use and production.

In addition to the current state of development and use of clean vehicles and fuels it also offers an overview of the trends for the future in Europe, and an outlook to the USA and three emerging countries (China, Brazil and India).

## 6) Facilitating Urban Transport Innovation on the European Level - Research and Policy Recommendations



This publication is particularly directed towards EU level decision makers and the European research community in the field of urban transport. The NICHES research recommendations want to give an input to the discussion on upcoming EU funded research activities. A focus of this brochure is the identification of research gaps in the field of urban transport innovations. Based on the identified research gaps NICHES developed key research recommendations addressing research topics, perspectives and formats. Besides the elaboration of research recommendations, this report also highlights several policy recommendations to the EU level.

In conclusion it can be stated that NICHES contributed strongly to enhance the discussion on urban transport innovation in Europe and helped to bring together a wide range of relevant stakeholders for a very valuable exchange of information and good practice. Through the networking activities as well as the provision of recommendations and concrete guidance for the implementation of innovative concepts, NICHES also helped to kick-off the concrete uptake of several innovative urban transport concepts. The NICHES policy notes, which give advice on the implementation process (preparation, actual implementation phase, follow-up/long term strategy) for all 12 NICHES Concepts, proved to be extremely valuable for stakeholders interested in the uptake of the innovative solutions.

Some concepts visibly met high interest and WG leaders were approached from many sides for more information and advice on implementation. This was for example the case for the concept of public bicycles, which currently is a 'hot topic' in France and Spain. NICHES could contribute to promote the uptake and appropriate implementation of such concepts (e.g. through a presentation and discussion at a bicycle conference in Barcelona, which later established the public bicycle system BICING). Other concepts were more difficult to sell and a direct uptake is difficult to achieve (e.g. more complex concepts as Transport Management Associations). Nevertheless also the encouragement of discussion on such concepts was seen as very valuable by experts participating in the WG meetings (e.g. through the exchange with US experts on the topic) with a view to the long term potential.

Overall, the feeling of the Consortium and the majority of the participating experts is that NICHES filled a gap by promoting innovative urban transport concepts, which still have underused potential and can become important elements of future urban mobility and transport strategies across Europe.

## 5 Annexes

### 5.1 Annex 1: Overview of NICHES Concepts and related examples

Table 7: NICHES concepts and related examples

Concepts	Examples
<b>WG 1 New seamless mobility services</b>	
<b>Urban Lift-sharing Services</b>	Liftshare (United Kingdom)
	Pendlernetz (Germany)
<b>Public Bicycles</b>	Call a bike (Germany)
	Vélo à la Carte (France)
	OV Fiets (The Netherlands)
	vélo'v (France)
<b>Call-a-bus Services</b>	PubliCar (Switzerland)
	MultiBus (Germany)
	Yellow Taxibus (United Kingdom)
<b>WG 2 Innovative approaches in city logistics</b>	
<b>Space Management for Urban Delivery</b>	Barcelona multi-use lane (Spain)
	Bordeaux Espaces de Livraison de Proximité (ELP) (France)
<b>Inner-city Night Delivery</b>	Barcelona night delivery scheme (Spain)
	Dublin night delivery scheme (Ireland)
<b>Alternative Solutions for Home Delivery</b>	INVENT/VMTL (Germany)
	DHL PackStation (Germany)
<b>WG 3 New non-polluting and energy efficient vehicles</b>	
<b>Policy Strategy for Clean Vehicles</b>	Clean vehicles in Stockholm (Sweden)
	Bremer Offensive - Das Erdgasfahrzeug (Germany)
	PowerShift grant scheme (United Kingdom)
<b>Biogas in Captive Fleets</b>	Svensk Biogas AB, Linköping (Sweden)
	Lille Metropole (France)
	Gothenburg Green gas (Sweden)
<b>Joint procurement of Clean Vehicles</b>	Joint procurement of Renault Clio (Sweden)
	Zeus international procurement of Electric vehicles (Greece, Denmark, UK, Italy, Sweden)
	Swedish Ford Focus FFV procurement (Sweden)
<b>WG 4 Innovative demand management strategies</b>	
<b>Transportation Management Associations (TMAs)</b>	Ride On (USA)
	Commuter Challenge Program (USA)
	Smart Commute Association of Black Creek (Canada)
<b>Local Taxes or Charges, Ring-fenced for Transport</b>	Workplace Parking Levy (UK)
	Metro Tax (Austria)
	Versements Transport (France)
	London congestion charging (UK)
	Stockholm road pricing trial (Sweden)



<b>City-wide Campaigns</b>	Big Wheel Campaign (UK)
	Good Going (UK)
	Antwerpen (Belgium)



## 5.2 Annex 2: List of participating experts in the NICHES Working Group meetings

**Table 8: Experts attending the first WG meeting**

<b>surname</b>	<b>name</b>	<b>institution / company</b>	
<b>Experts WG 1 – New intermodal mobility services</b>			
Huismans	Gé	SenterNovem	NL
Monigl	János	Transman Consult	HU
Reksnis	Mieczyslaw	Warsaw City Authority	PO
Allouche	Jean-François	STIF - Syndicat des Transport d'Ile de France	FR
Iacovini	Carlo	Mo.Ve Forum	IT
<b>Experts WG 2 – Innovative approaches in city logistics</b>			
Browne	Michael	University of Westminster	UK
Gérardin	Bernard	Gérardin Consult	FR
Ksit	Krzysztof	Schenker Group	PL
Ruesch	Martin	Rapp Trans AG	CH
Garcia Ramon	Julio	Municipality of Barcelona	ES
<b>Experts WG 3 – New non-polluting, energy efficient and space-efficient vehicles</b>			
Matthews	Colin	Energy Saving Trust	UK
Vermie	Anthony	City of Rotterdam	NL
Erbert	Peter	Ford Motor Company	DE
Janse	Marten	TNO	NL
Thompson	Neville	Conservation of Clean Air and Water in Europe (CONCAWE)	BE
Seisler	Jeffrey	European Natural Gas Vehicle Association (ENGVA)	NL
<b>Experts WG 4 – Innovative Demand Management Strategies</b>			
Batifois	Hélène	Nottingham City Council	UK
Doulet	Jean-François	JFD Conseil	FR
Dunatov	Alison	Steer Davies Gleave	UK
Keppens	Mark	Limburg University	BE
Vanseveren	Jan	Advies Mobiliteit and Openbaar Vervoer	BE

**Table 9: Experts attending the second WG meeting**

<b>surname</b>	<b>name</b>	<b>institution / company</b>	
<b>Experts WG 1 – New seamless mobility services</b>			
Clabburn	Ali	liftshare.com ltd	UK
Buske	Martin	Europe Alive Media	DE
Pauwels	Henk	Ministry of Transport, Public Works and Water Management, AVV Transport Research Centre	NL
Mulet	Ronan	Clear Channel France	FR
Luginbühl	Urs	Die Schweizerische Post PostAuto, Corporate Development	CH
Dalkmann	Holger	Wuppertal Institut für Klima, Umwelt, Energie GmbH	DE
<b>Experts WG 2 – Innovative approaches in city logistics</b>			
Dablanc	Laetitia	INRETS	FR
Finlay	Hugh	Department of Transport Engineering	IE
de Gooijer	Elly	Ministry of Transport	NL
Sonnabend	Peter	DHL	DE
Esser	Klaus	KE-CONSULT	DE
García Ramón	Julio	City of Barcelona	ES

<b>Experts WG 3 – New non-polluting and energy efficient vehicles</b>			
Seissler	Jeffrey	ENGVA	NL
Ablasser	Gerhard	City of Graz	AT
Undén	Peter	Svensk Biogas AB	SE
Wellinger	Arthur	Nova Energie Ltd	CH
Sunnerstedt	Eva	City of Stockholm	SE
Clement	Simon	ICLEI	DE
<b>Experts WG 4 – Innovative Demand Management Strategies</b>			
Diggins	Lori	Principal	USA
Müller	Guido	Researcher	DE
Brown	Clive James	Professional Officer, Transport Policy	UK
Verschoren	Jan	Road Works Communication Expert	BE
Elmkvist	Päivi	Head of Traffic Environment section	SE
Dickinson	Joanna	Project Manager	SE

**Table 10: Experts attending the third WG meeting**

<b>surname</b>	<b>name</b>	<b>institution / company</b>	
<b>Experts WG 1 – New seamless mobility services</b>			
Clabburn	Ali	liftshare.com ltd	UK
Darbon	Anthonin	JCDecaux	FR
Kuprat	Michael	HHS Ingenieure GmbH	DE
Soro Posac	Mercedes	Servei Catala de Transit	ES
Picco	Alexio	AMI - Azienda Mobilità e Infrastrutture S.p.A.	IT
Prince	Jeremy	Nottingham City Council	UK
<b>Experts WG 2 – Innovative approaches in city logistics</b>			
García Ramon	Julio	City of Barcelona	ES
Uhlig	Jörg	PTV AG Dresden	DE
James	Jonathan	Faber Maunsell	UK
Tummon	Noël	Cork City Council	IE
Esser	Klaus	KE-Consult	DE
<b>Experts WG 3 – New non-polluting and energy-efficient vehicles</b>			
Lind	Gunnar	Movea Trafikkonsult AB	SE
Solymos	Andreas	Grazer Stadwerke AG- Verkehr	AT
Pohl	Hans	Vinnova	SE
Weber	Ulrich	UITP	BE
Glottz-Richter	Michael	City of Bremen	DE
<b>Experts WG 4 – Innovative demand management strategies</b>			
Madalinski	Maciej	UITP-EuroTeam	BE
Zuallaert	Jozef	UN Mission in Kosovo, EU Pilar	Kosovo
Richters	Arne	Toyota Motor Europe	BE
Alarik	Oskar	City of Stockholm	SE
Allcorn	Patrick	Transport for London	UK
Hendricks	Sara	Centre for Urban Transport Research, University of South Florida	USA

**Table 11: Experts attending the fourth WG meeting**

<b>surname</b>	<b>name</b>	<b>institution / company</b>	
<b>Experts FG 1 – Financial issues</b>			
Beroud	Benoît	University Lyon II	FR
Esser	Klaus	KE-Consult	DE
Bernard	Gérardin	GERARDIN CONSEIL	FR
Bruno	Faivre d'Arcier	University of Lyon 2	
González	José-Dionisio	CRTM (Madrid Region PTA)	ES
<b>Experts FG 2 - Public support/ users &amp; awareness (incl. promotion to politicians)</b>			
Müller	Sascha	ivm GmbH - Integrated Traffic Mangement	DE
Porter	John	Interactions Ltd.	IE
Allcorn	Patrick	Transport for London	UK
Batifois	Hélène	Nottingham City Council	UK
Wolek	Marcin	University of Gdansk	PL
<b>Experts FG 3 – Institutional cooperation &amp; networks</b>			
Clabburn	Ali	liftshare.com ltd	UK
Garcia Ramón	Julio	City of Barcelona	ES
Maglara	Eleni	Municipality of Amaraoussion	GR
Stapleton	Kristin	URS Corporation	USA
Duchène	Chantal	GART - Association of Public Transport Authorities	FR
<b>Experts FG 4 – Legal &amp; regulatory/ institutional structures</b>			
Dalkmann	Holger	Wuppertal Institut für Klima, Umwelt, Energie GmbH	DE
Simon	Hayes	Altran - DSD	ES
Baesen	Yves	Communauté Urbaine de Lille	FR
Alarik	Oskar	Stockholm	SE
Gudmundsson	Henrik	DTF	DK
<b>Experts FG 5 – FG 5: Research &amp; technology</b>			
Brake	Jennyfer	Newcastle University	UK
Jönsson	Owe	Swedish Gas Centre	SE
Mingardo	Giuliano	Erasmus University Rotterdam	NL
Auwerx	Patrick	Mobiel 21vzw	BE
Schmidt	Michael	ICCR	AT



### 5.3 Annex 3: Horizontal issues

**Table 12: Horizontal issues providing a framework for analyses in WP1 and WP2**

Horizontal issues	Topics to be considered
Political	<ul style="list-style-type: none"> <li>• Different levels:                             <ul style="list-style-type: none"> <li>- EU,</li> <li>- national,</li> <li>- regional,</li> <li>- local policies</li> </ul> </li> <li>• Relevant policy domains</li> <li>• Policy priorities with regard to transport issues</li> <li>• Political will</li> <li>• Lobbyism</li> <li>• Conflict/ coalition</li> <li>• Discourses</li> <li>• .....</li> </ul>
Economic	<ul style="list-style-type: none"> <li>• Different levels:                             <ul style="list-style-type: none"> <li>- EU,</li> <li>- national,</li> <li>- regional,</li> <li>- local policies</li> </ul> </li> <li>• Competition</li> <li>• Competitiveness</li> <li>• Demand/ supply aspects                             <ul style="list-style-type: none"> <li>- Users</li> <li>- Target groups</li> <li>- Travel behaviour</li> <li>- Market segmentation</li> <li>- Market weaknesses</li> <li>- Marketing</li> </ul> </li> <li>• Financial aspects                             <ul style="list-style-type: none"> <li>- Public business case</li> <li>- Private business case</li> <li>- External costs</li> <li>- Public and private funds</li> <li>- Taxes</li> <li>- Pricing/charging</li> <li>- Incentives</li> </ul> </li> <li>• .....</li> </ul>
Social	<ul style="list-style-type: none"> <li>• Different levels:                             <ul style="list-style-type: none"> <li>- EU,</li> <li>- national,</li> <li>- regional,</li> <li>- local policies</li> </ul> </li> <li>• Values</li> <li>• Lifestyle</li> <li>• Cultural behaviours</li> <li>• Discourses</li> <li>• Demographic structure</li> <li>• Individualisation</li> <li>• Safety/ Security</li> <li>• Social inclusion</li> <li>• Gender equity</li> <li>• Education</li> <li>• Scientific level</li> <li>• Expertise</li> <li>• .....</li> </ul>
Legal	<ul style="list-style-type: none"> <li>• Different levels:                             <ul style="list-style-type: none"> <li>- EU,</li> <li>- national,</li> <li>- regional,</li> <li>- local policies</li> </ul> </li> </ul>



	<ul style="list-style-type: none"> <li>• Subsidiarity principle</li> <li>• Competition law</li> <li>• Customer rights</li> <li>• Tendering process</li> <li>• Standardisation</li> <li>• Access regulations</li> <li>• .....</li> </ul>
Environmental	<ul style="list-style-type: none"> <li>• Level of environmental stress</li> <li>• Sensitivity of eco-system</li> <li>• Health</li> <li>• Pollution (air, water, soil)</li> <li>• Noise</li> <li>• Consumption of natural resources</li> <li>• Energy efficiency</li> <li>• .....</li> </ul>
Institutional	<ul style="list-style-type: none"> <li>• Institutional structures on different levels:                         <ul style="list-style-type: none"> <li>- EU,</li> <li>- national,</li> <li>- regional,</li> <li>- local</li> </ul> </li> <li>• Governance and planning system</li> <li>• Private sector structures</li> <li>• Public sector structures</li> <li>• Public Private Partnership</li> <li>• Citizen participation</li> <li>• Stakeholder involvement</li> <li>• .....</li> </ul>
Organisational	<ul style="list-style-type: none"> <li>• Local level co-operation</li> <li>• Management approaches</li> <li>• Training</li> <li>• Capacity building</li> <li>• .....</li> </ul>
Technology	<ul style="list-style-type: none"> <li>• State of transport technology:                         <ul style="list-style-type: none"> <li>- Systems,</li> <li>- tools,</li> <li>- vehicle technology</li> </ul> </li> <li>• Regional availability</li> <li>• Technical interoperability</li> <li>• Technical lifecycles</li> <li>• Technological convergence</li> <li>• .....</li> </ul>
Awareness/ Knowledge/ Know how	<ul style="list-style-type: none"> <li>• Awareness regarding available concepts</li> <li>• Knowledge basis</li> <li>• Available experiences, good practice</li> <li>• .....</li> </ul>
Urban structures	<ul style="list-style-type: none"> <li>• Land use pattern</li> <li>• Population density</li> <li>• City grid layout</li> <li>• Size of settlement</li> <li>• .....</li> </ul>
Networks and infrastructure	<ul style="list-style-type: none"> <li>• Spatial level</li> <li>• Network layout, interconnectivity</li> <li>• Interoperability</li> <li>• Availability of infrastructure</li> <li>• Level of system integration</li> <li>• Infrastructure design</li> <li>• ITS</li> <li>• .....</li> </ul>





#### **5.4 Annex 3: Dissemination and use**

Not applicable (the publishable results of the plan for using and disseminating the knowledge are not applicable to this project).