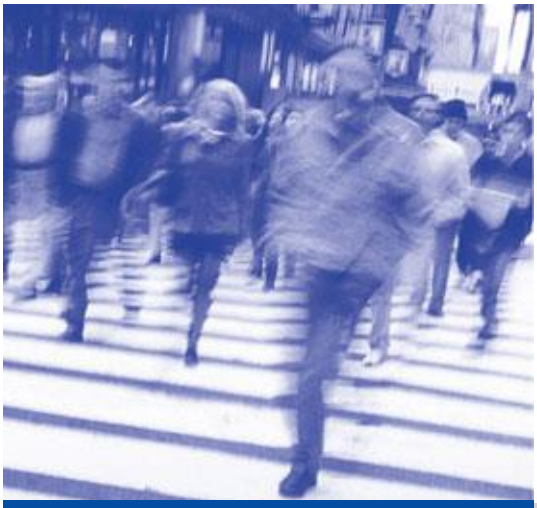

FASTTRACK

Results of the engagement strategy developed and its impact – strengths and weaknesses

Project Acronym:	**FastTrack**
Full Title:	
Fostering the **A**cceleration of **S**ustainable **T**ransport **t**o **R**egions and **A**uthorities through **C**apacity and **K**nowledge	
Grant Agreement No.:	101006853
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2020 CiVITAS Cleaner and better transport in cities FASTTRACK

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Disclaimer

Abstract

This document presents the performance of FastTrack capacity building activities and learning tools. Based on a Key Performance Indicators (KPIs) monitoring and analysis, it draws conclusion on the strength and weaknesses of FastTrack engagement activities, while also investigating the response of the cities involved in the project. The work carried out for the purposes of this deliverable, builds on an intermediate, periodical, KPI monitoring and analysis process, the results of which are delivered through four internal Activity Reports.

Project Partners

No	Name	Short name	Country
1	ICLEI EUROPEAN SECRETARIAT GMBH	ICLEI	Germany
2	EUROCITIES ASBL	Eurocities	Belgium
3	MOBIEL 21 VZW	M21	Belgium
4	EUROPEAN INTEGRATED PROJECT SRL	EIP	Romania
5	VECTOS GMBH	Vectos	Germany
6	ETHNIKO KENTRO EREVNAS KAI TECHNOLOGIKIS ANAPTYXIS	CERTH	Greece
7	STAD ANTWERPEN	Antwerp	Belgium
8	COMUNE DI BOLOGNA	COBO	Italy
9	BUDAPEST FOVAROS ONKORMANYZATA	MUNBUD	Hungary
10	STOCKHOLMS STAD	Stockholms Stad	Sweden

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Glossary

Abbreviation / Term	Explanation
AC	Ambassador City / Ambassador Cities are those, who thematically lead a Cluster together with the Technical Support Partner. ACs are project partners yet also aim at developing a deployment plan on one selected measure.
CBW	Capacity Building Week(s)
Cluster	Thematic based group of cities (Local Affiliates) lead by an Ambassador City and a Technical Support Partner.
D	Deliverable(s)
DP	Deployment Plan. Each Local Affiliate created a Deployment Plan, which outlines an action plan to implement the innovations they have explored in FastTrack rapidly and effectively. Plans will articulate the actions they will take, alongside a timescale, who will be responsible for these actions, funding sources, and any additional detail needed to make plans easily monitorable and actionable.
Exchange Hub Platform	The Exchange Hub is the main online exchange and communication interface with the project partners as well as the community of Local Affiliates. It combines the functionalities learning – storing – discussing - finding and allows the Innovation Community to stay in touch regularly.
FUA	Functional Urban Area
Horizontal Skills Streams	The horizontal skill streams cover the transversal themes each Cluster will work on. They encompass: Funding, financing and procurement; digitalisation and (big)-data management; governance, planning, co-creation and behavioural change.
ID	Innovation Diary. The innovation diaries are the cities' capacity building road map. After each Capacity Building Week it captures the outcomes and feedback of the capacity building week, as well as the milestones and objectives for the subsequent learning sequence as well as internal objectives for each local authority.
KPI	Key Performance Indicator(s)
LA	Local Affiliate
Leader Affiliate	A relative leader or Ambassador Local Affiliate in a specific topic, but still with room to benefit from further advice and enhancement through FastTrack, ready to enter into a rapid stage of implementation during FastTrack.
LS	Learning Sequence(s). FastTrack Programme of Work is divided into five Learning Sequences of 4-5 months each.
NAS	Needs Assessment Survey
PC	Project Coordinator
PO	Project Officer
PPP	Public-Private Partnership
Sharer Affiliate	"Capacity conscious" city/ regions who can share knowledge, like Leader affiliates, but also have learning needs about the topic, alongside the Starter affiliates.

Starter Affiliate	City/ regions facing a rapid transition curve and ready to interact and learn from the challenges and experiences and proven knowledge of the Leader and Sharer affiliates, perhaps located in countries lagging behind in the deployment of urban mobility innovations and committing to practical ways to accelerate deployment in their own contexts, spread this to peers in their own countries.
TSP	Technical Support Partner(s)
WP	Work Package
WPL	Work Package Leader

Executive summary

This document presents the performance of FastTrack capacity building activities and learning tools. It summarizes the results of the implementation of FastTrack Key Performance Indicators Framework, with the use of the data collection and monitoring tools that were established at an early stage of the project for that purpose (see Chapter 2 for more details).

A loop for the KPI monitoring was applied and iterations of data collection enabled a regular understanding of the performance of the exchange and learning programme, but, also, allowed for responsive and/or formative mechanisms to take place for tackling rising issues. In total 49 KPIs have been monitored and analysed (see Chapter 3), which step upon a capacity-to-impact pathway, differentiating among:

- input indicators (measuring the “efforts” of the capacity building programme, in terms of, i.e., number of learning events and number of attendees),
- output indicators (monitoring the capacity built and synergies developed),
- outcome indicators (monitoring the effectiveness of applying the new skills and knowledge for FastTracking mobility innovation in each city) and
- impact indicators (reflecting on the community-level impacts attributed to the implementation of the innovative mobility solutions).

Based on all the data gathered throughout the project, this report draws conclusions on the strength and weaknesses of FastTrack engagement activities, while also investigating the response of the cities involved in the project (see Chapter 4).

The work carried out for the purposes of this document covers all five Learning Sequences (LSs) (of 4-7 months each), into which the programme of work of FastTrack is divided.

1 Introduction

1.1 FastTrack Project in Brief

Local Authorities throughout Europe are eager to make significant and rapid changes in the field of sustainable mobility. However, they often struggle to keep up with the latest information, on which solutions work best and how to effectively implement innovative mobility solutions. Local Authorities may not have the time or resources to concentrate on innovation, and limited funding can impede the implementation of such solutions.

FastTrack is a project aimed at supporting Local Authorities in Europe to quickly implement sustainable mobility solutions. FastTrack aims to educate Local Authorities on innovative developments and assist them in creating plans for swift implementation. It explores the market for mobility innovations to assist local authorities in developing and implementing solutions that are suitable for their local context, aligned with their existing sustainable mobility plans, and capable of addressing local issues and opportunities.

FastTrack initiated with a “diagnostic” phase to address the actual challenges faced by Local Authorities. The 24 participating Local Authorities have defined their understanding of “smart” and “clean” innovations and have identified the barriers they need to overcome for rapid implementation.

FastTrack's Learning Programme facilitates the development of capacity and the sharing of knowledge to fulfil the learning needs identified and help Local Authorities to overcome the barriers obstructing the deployment of innovative mobility solutions. FastTrack's Learning Programme includes audiences and connections throughout Europe, resources such as databases of solutions, a portal of best practices, and capacity-building and knowledge-sharing events reveal new opportunities for innovation that is culturally, geographically, and technically relevant. Lastly, FastTrack provides support to local authorities in planning and executing their selected sustainable transport initiatives.

1.2 FastTrack Objectives

FastTrack main objective is to increase the capacity of local authorities, as far as the deployment of innovative mobility solutions is concerned.

FastTrack follows a capacity building flow (Figure 1), consisting of four elements: needs assessment, design, implementation, and monitoring.

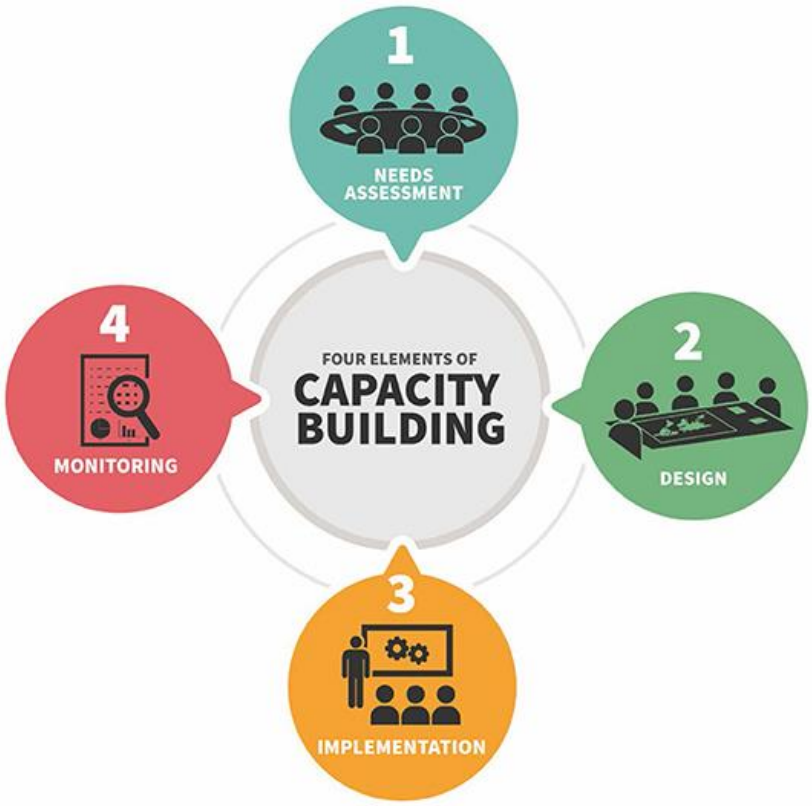


Figure 1. FastTrack capacity building flow (source: Thapa, R. B., Matin, M. A., & Bajracharya, B. (2019) [1])

Twenty-four local authorities are being engaged to the project, either as partners – acting as "Ambassador Cities" (ACs) – or project affiliates – called "Local Affiliates" (LAs). All cities are bringing their own sustainable mobility solution under an innovation and knowledge assessment investigation, based on which FastTrack designs and offers a tailored learning programme for the enhancement of innovation capacities at local level. Assessment of the programme's performance is done through FastTrack KPI framework monitoring.

At the same time, Innovation Capacity Building in FastTrack is seen in the view of the seven objectives outlined in Figure 2.

[1] Thapa, R. B., Matin, M. A., & Bajracharya, B. (2019). Capacity Building Approach and Application: Utilization of Earth Observation Data and Geospatial Information Technology in the Hindu Kush Himalaya. *Land Use Dynamics, 7*. doi:https://doi.org/10.3389/fenvs.2019.00165

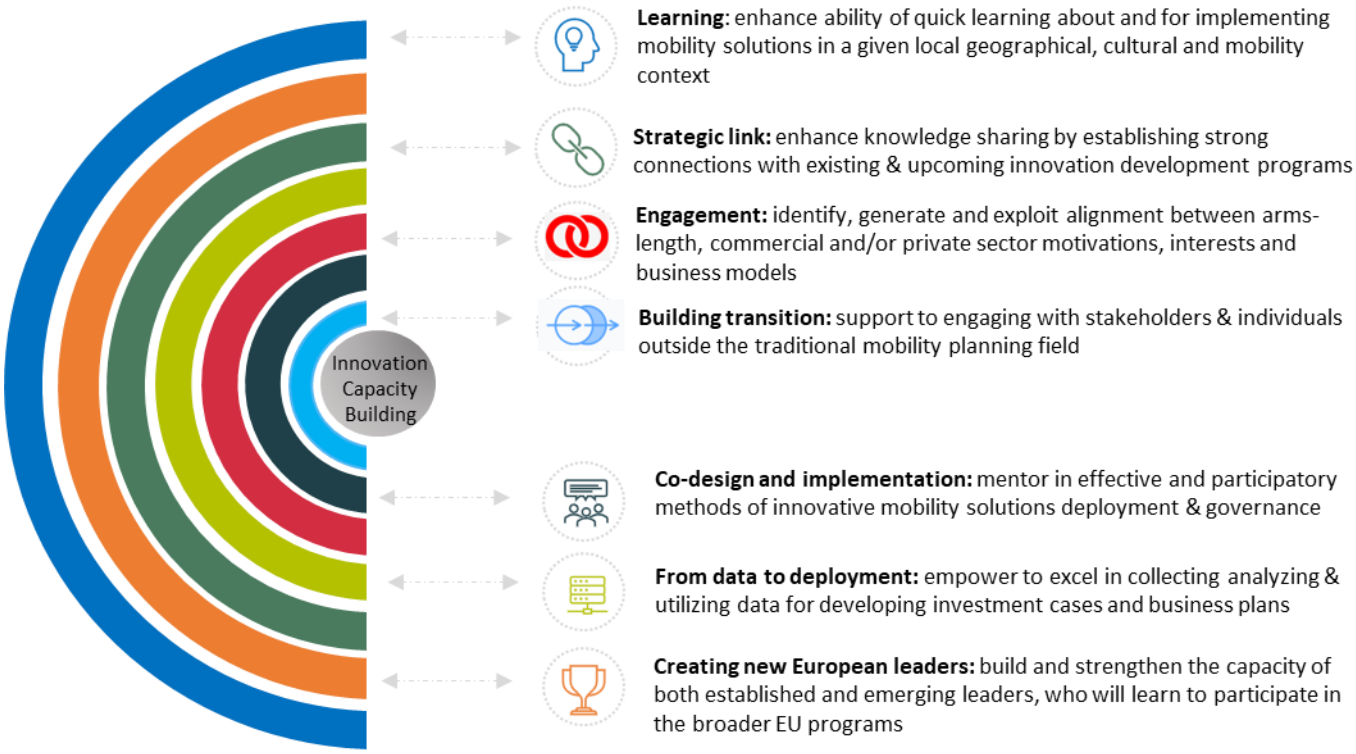


Figure 2. FastTrack objectives for Innovation Capacity Building

The FastTrack capacity building programme (also called Engagement Strategy), underlines peer-to-peer and external expertise exchange activities delivered in a structured way to address all the objectives above (see following section).

1.3 Engagement strategy

The Engagement Strategy (Capacity Building programme[2]) of FastTrack is based on a capacity building process which enables individuals and organisations to increase their knowledge skills and adapt their practices to act upon the challenges they face in their professional field. As such, it is primarily a learning process which differs from pure communication and dissemination of good practices in its participatory and interactive character. Capacity building is based on an exchange in which all parties can learn from each other's expertise (peer-to-peer exchange), but also builds on external expertise from, i.e. technology providers, researchers, independent experts (objective "Engagement").

The Strategy sets out how the deployment of chosen mobility innovations will be achieved, and it is built on the identification and assessment of challenges that influence the implementation of the innovation in each LA and AC. It consists of a portfolio of innovation measures, grouped in the four FastTrack thematic clusters which aim to enable cities to reach the stage of "shovel-ready" innovations, going further into the development of feasible deployment plans. The four clusters of FastTrack are:

- **Cluster 1** – Sustainable & Clean Urban Logistics

[2] For more details over FastTrack Capacity Building Programme, the reader can refer to Deliverable 1.3 Summary Programme of Work and Capacity Building Handbook, authored by partner Eurocities

- **Cluster 2** – Cycling in the Urban & Functional Urban Area
- **Cluster 3** – Integrated Multi-modal Mobility Solutions
- **Cluster 4** – Traffic & Demand Management

At the same time, four cross-cutting themes have been identified, for dealing with key learning components running across all clusters (addressing in a more dedicated way the objectives "From data to deployment", "Co-design and implementation" and "Building transition"). These are:

- Behaviour change
- Digitalisation & Data Management
- Funding, Financing & Business Models
- Governance, Participation, Cooperation and Co-creation

The Engagement Strategy is divided into five Learning Sequences (LS) (4-7 months each), each with a defined objective to achieve (Inspire: setting a goal →Inform: select a measure → Initiate: plan deployment → Engage: concretize deployment plan → Accelerate: roll-out innovations).

The Programme includes webinars, study visits, co-learning and co-creation workshops, peer review workshops and speed networking, complemented by time-flexible e-learning tools, such as the project's Exchange Hub, e-courses and videos. These are further complemented by the FastTrack Fund, which offers cities support for preliminary studies, the organisation of further in-depth exchange activities, and access to tailored expert advice from the FastTrack Pool of Suppliers.

FastTrack cities benefit from a pool of knowledge, enabling them to prepare for the rapid transfer and adoption of mobility innovation measures and strategies, in line with their needs and local specificities (objective "Learning"). At the same time, their connections within and beyond their city administration is broadened, allowing for "Strategic links" with innovation programmes and broader EU initiatives (objective "Creating new European Leaders").

2 Implementation of the KPIs' approach for assessing the Engagement Strategy

2.1 FastTrack KPI framework

This section provides an overview of FastTrack KPI framework. For more information about this and the detailed list of FastTrack KPIs, the reader can refer to the D4.1 FastTrack Innovation and Knowledge Strategy and its Annexes.

Elevating the project's capacity building purposes in EU agenda for climate-resilience, the FastTrack KPI framework is based on a "capacity building-to-impact pathway", which differentiates between inputs, outputs, outcomes and impacts of the learning process (Figure 3).

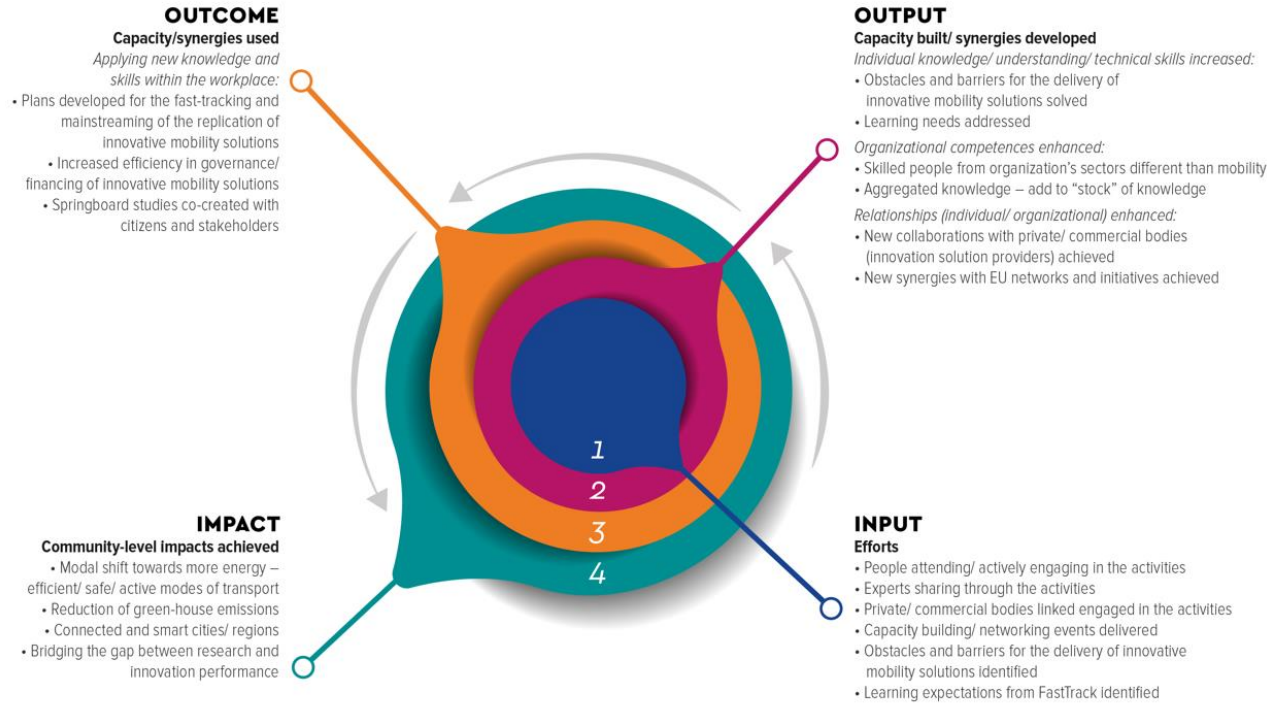


Figure 3 FastTrack capacity – to – impact pathway

The following figures indicate the definitions attributed to these terms, as well as the KPI approach that is followed for each term and the associated metrics that were defined right from the project-proposal phase.

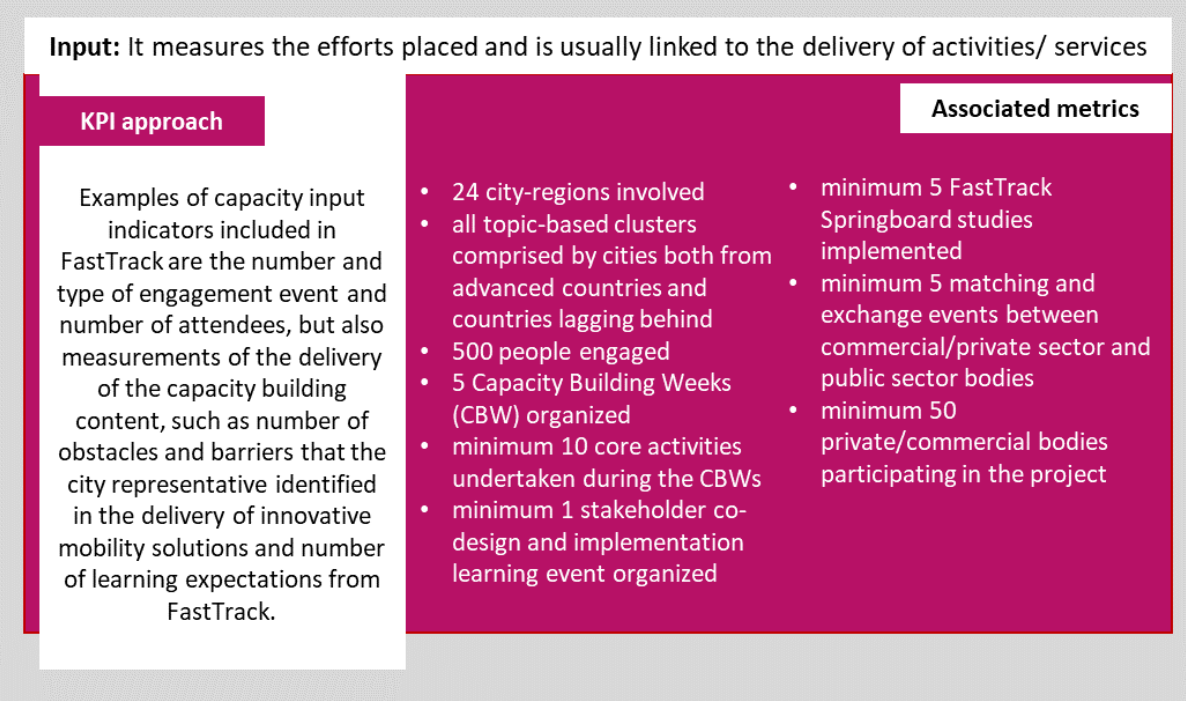


Figure 4.Definition of input in FastTrack KPI framework and associated KPI approach and metrics

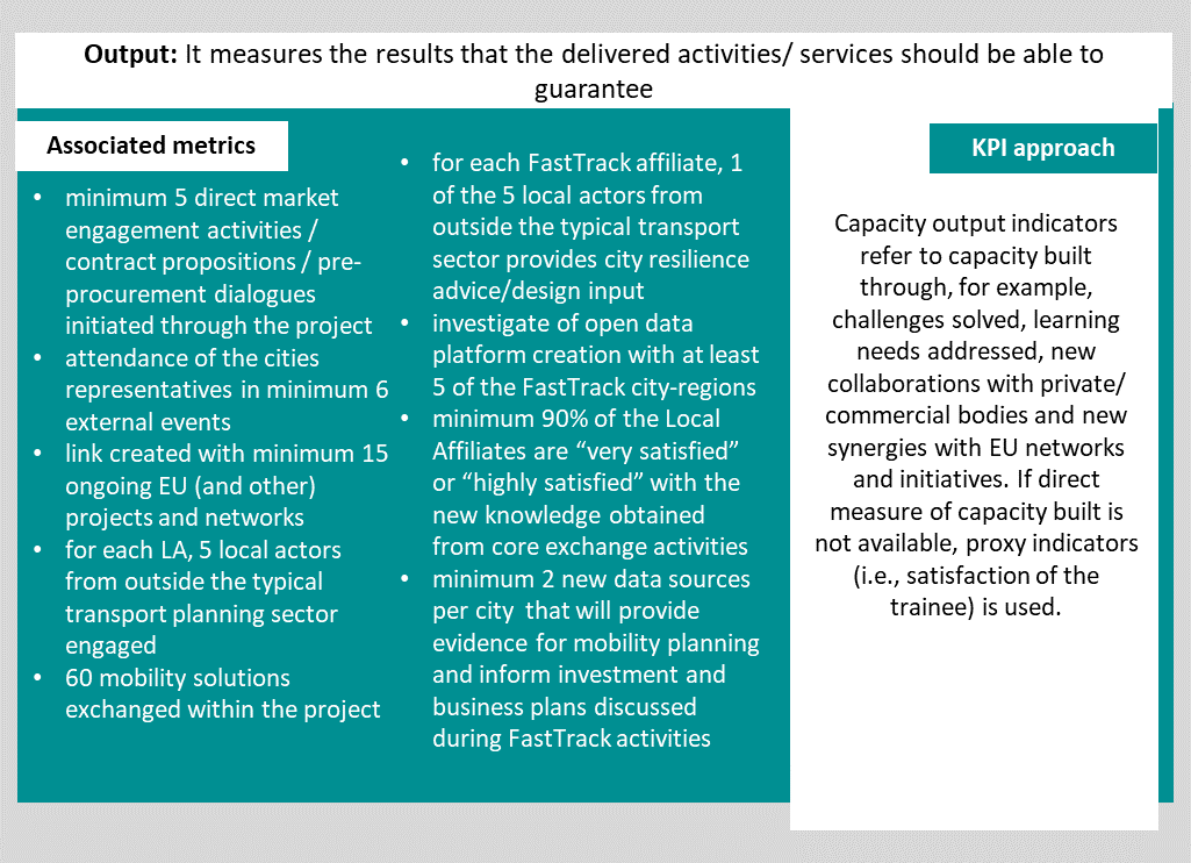


Figure 5.Definition of outputs in FastTrack KPI framework and associated KPI approach and metrics

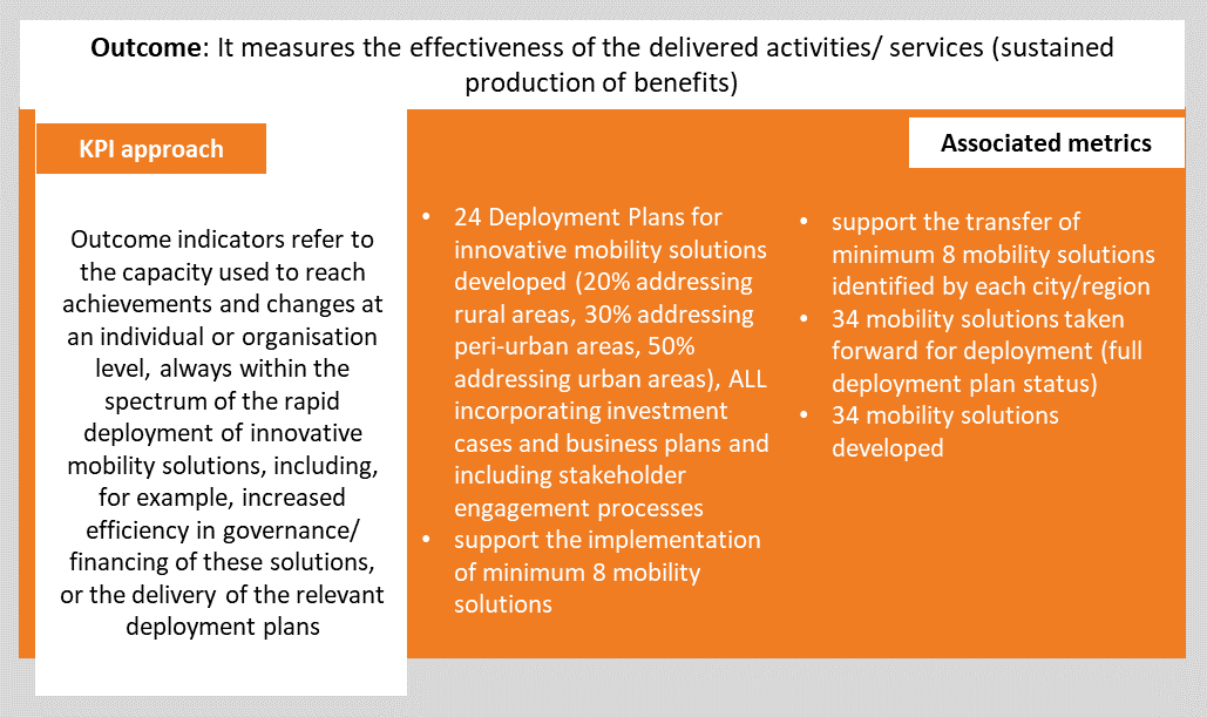


Figure 6.Definition of outcomes in FastTrack KPI framework and associated KPI approach and metrics

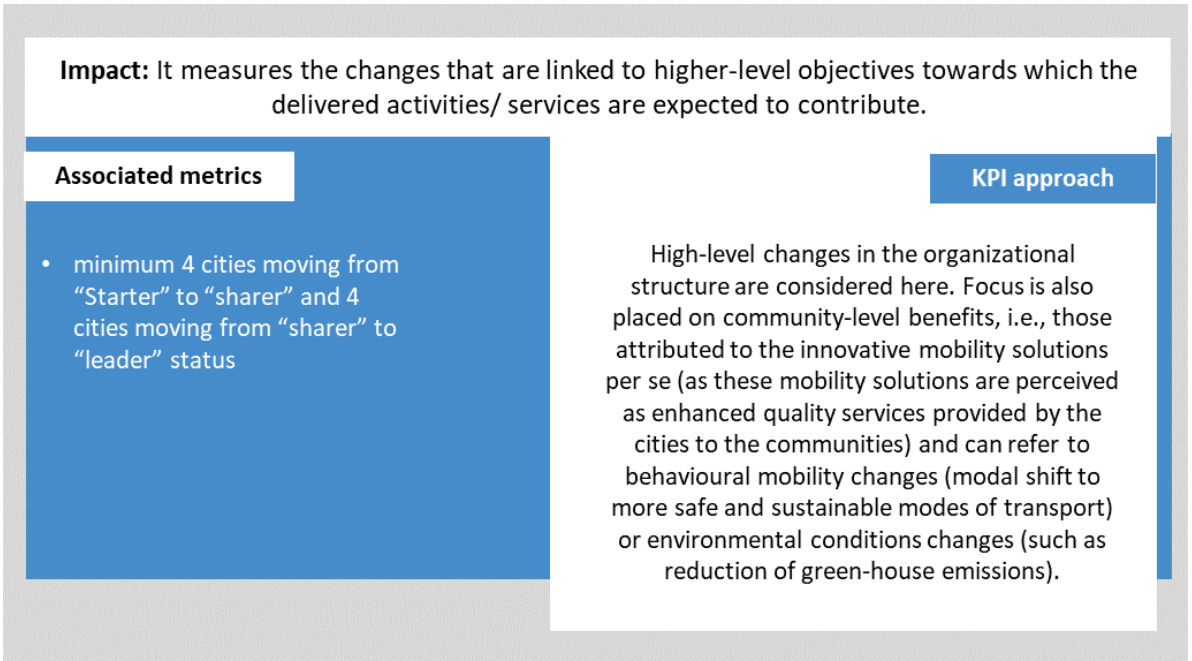


Figure 7.Definition of impact in FastTrack KPI framework and associated KPI approach and metrics

In total, 49 KPIs are proposed for monitoring the performance of FastTrack Capacity Building Programme. These were monitored both as their baseline values (at the outset of the project) and throughout the course of the project through concrete monitoring tools, which also systematically considered the feedback from the participating cities (see next section).

2.2 KPI monitoring Tools and Data Collected

Data mapping and storing processes were defined at an early stage of the project. Data collection methods were decided and the relevant tools for gathering data were created. Data collection was done in a consistent format, either through *individual data points* (online forms/ questionnaires) or directly within *logbooks* (spreadsheets or word documents) created for data collection and storing.

Data storing was done in specific logbooks and shared with the project partners under the contractual EU data protection laws, to which the partners are obliged to abide.

Until the time this report was produced, the following data were collected:

- 94 *Event Forms*: 21 forms received for LS1, 17 forms for received LS2, 28 forms received for LS3 and 28 forms received for LS4 (Figure 8).

  The Event Form was introduced as an online questionnaire targeting the organizers (partners) of FastTrack events (see ANNEXES

  Annex 1: Event Form template). The form collected both quantitative (i.e., number of participants) and qualitative information (i.e., level of participation) regarding the FastTrack events (either stand-alone events or events organized within the Capacity Building Weeks). The event organizers filled in the event forms usually within a period of 2 weeks after the event implementation. No problems whatsoever are reported regarding data collection.

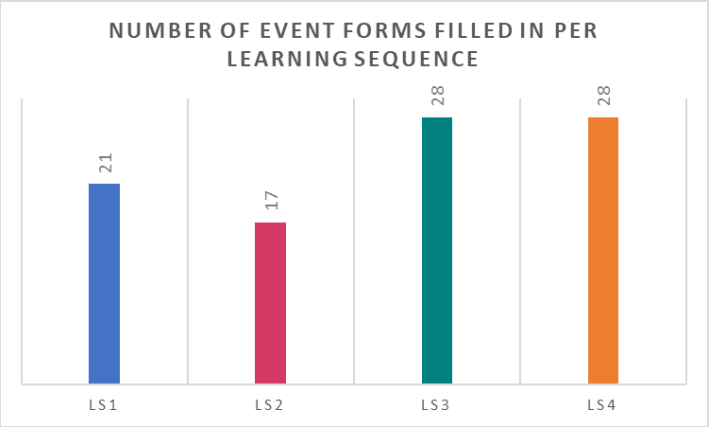


Figure 8. Number of event forms filled in per Learning Sequence

- 70 completed *Innovation Diaries (ID)* received: 18 ID1 replies (representing 17 cities), 17 ID2 replies (representing 16 cities), 25 ID3 replies (representing 19 cities), 21 ID4 replies (representing 20 cities) (Figure 9).

  The Innovation Diary was introduced as an online questionnaire targeting the Ambassador Cities (ACs) and Local Affiliates (LAs). The questionnaire initially collected information related to challenge definition (barriers that hinder the rapid deployment of innovative mobility solutions), idea formation (getting inspired from city peers) and learning action framing (what exactly cities need to overcome the identified challenges). As the Capacity Building Programme moved forward from problem definition to planning formulation (Deployment Plans), the ID content was adjusted accordingly. Nonetheless, questions related to the city's progress/ satisfaction from FastTrack Capacity Building activities,

remained as a key content in all IDs. Finally, it should be noted that, in order to avoid survey fatigue, ID3 was provided in a simpler and shorter form. ID4 was the most extended one, as the last ID shared for data collection from the cities.

Cities' representatives were advised to complete one ID for their city each time. In cases where several city representatives were engaged in the project, this required the consolidation of the replies into one document. This was, however, not always coordinated internally, and some cities provided two IDs at the same time. In such cases, consolidation of the data was done during data analysis.

The templates of the IDs are presented in Annexes 2, 3, 4 and 5 of the current document.

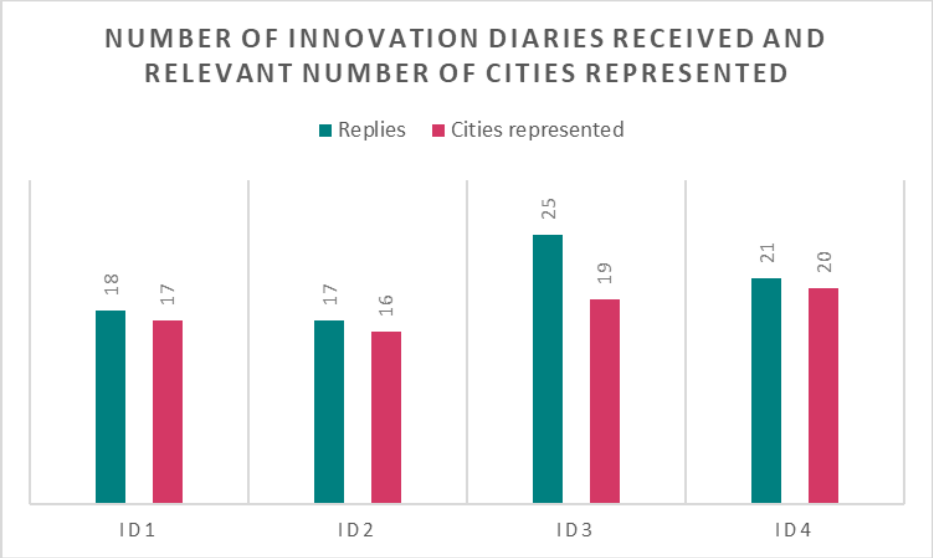


Figure 9. Number of Innovation Diaries received, and relevant number of cities represented

A dedicated workshop took place during the 1st Capacity Building Week for presenting the concept of the Innovation Diary and explaining the type of information requested by the cities.

The cities representatives filled in the Innovation Diary usually within a month after the end of each Capacity Building Week. A typical difficulty that was encountered, though, had to do with the engagement of the Local Affiliates on ID data collection, as: a) not all LAs replied to the Innovation Diaries and b) it was not always the same cities that replied to each IDs. This was somehow anticipated, as the LAs' engagement according to the proposal is done on a voluntary basis (which is different from the Ambassador Cities that are involved as partners).

- Data on participants and their working profile were received through the *registration and participation forms* (participation reports from online collaboration tools or signed participants lists).

  One minor issue encountered in the online events had to do with the inability to identify registered participants joining the event by using only their first name or the name of their organization. A cross-check with the event organizer/ coordinator was then necessary.

- Information on the cities' needs, obstacles and opportunities regarding innovative sustainable mobility solutions was gathered, at an early stage of the project, through the

Needs Assessment Survey. The survey enabled, among other things, the capturing of the baseline values for specific KPIs.

- Complementary, to the above, sources of information for the KPI analysis had been the:
  - *Dissemination Tracker*, introduced by FastTrack communication and dissemination activities, which aims at monitoring the project's dissemination efforts, including attendances of the partners and the LAs to external events. By the time this report has been compiled, 64 records have been made to the Dissemination Tracker.
  - *Deployment Plans,* developed and delivered by the cities for the innovative mobility solution deployed within FastTrack. In total 23 Deployment Plans have been received.
  - *Transferability assessment templates*, introduced as a short questionnaire during the CBW3 and CBW4 study visits, for capturing the transferability potential of each study visit case to the cities/ regions involved in the project. Their template is provided in *Annex 5: Transferability Assessment Template* of the current document.
  - activities of *FastTrack fund programme* (i.e., pool of suppliers engaged in the project)
  - monitoring of the project's *Exploitation Strategy*.

2.3 Activity Reports

For the communication of the KPI monitoring to the consortium, four internal periodical Activity Reports were authored by partner CERTH. The delivery of the Activity Reports was done after the conclusion of each of the Learning Sequences 1, 2, 3 and 4 (considered with the end of each Capacity Building Week). The results of LS5 (not being finalized by the time this report is produced) are not considered for this report but will be eventually included in a fifth Activity Report.

The Activity Reports monitored those KPIs that were relevant for the learning period under analysis, as not all KPIs were monitored each time. A review of the performance of the KPIs was done through infographics and link to the project's quantitative impact targets was done when relevant. The following clustering of the KPIs was applied:

- KPIs related to the progress of FastTrack learning and exchange programme. These KPIs mostly refer to number of internal/ external events to which the cities/ regions participate, number of attendees, etc.,
- KPIs related to the input provided by the participating cities through the "Innovation Diaries".
- KPIs related to information on the mobility solutions shared through the Deployment Plans and transferability assessment of the mobility solutions shared overall within the project

At the same time the insight from the Event Organizers were provided, to allow for a better understanding of the event process and formats, as well as the "inclusiveness" (engagement of external) and interactiveness of the events delivered. This was done through the Event Forms.

At the end of each Activity Report, main findings from the KPI analysis were provided on the basis of promising results and points that need further attention. This allowed to the whole

partnership to keep track of the progress of the engagement programme towards the predefined targets and even plan/ proceed to changes in the content/ format of the engagement activities when the KPI results indicated such a need.

2.4 Data protection

All data received from the cities were treated under EU data protection laws, to which all FastTrack partners are contractually bound to abide. The FastTrack consortium is committed to the ethical principles described in the Charter of Fundamental Rights of the European Union[3], the European Convention on Human Rights[4], and also conforms to the relevant General Data Protection Regulation (GDPR) Regulation (EU) 2016/6795[5].

Datasets were kept confidential and only made accessible to consortium members.

Collection of identifiable personal data in the participants lists was necessary to follow track of the level of engagement of the individuals in the project. The project activities did not involve sensitive data (e.g., age, sexual orientation, ethnicity, political opinion, religious or philosophical conviction). Data or metadata included in publicly available reports are quoted anonymously.

Identifiable personal data are stored on a secure server. This includes any identifiable personal data that are collected from registrants, participants and other contacts as part of the FastTrack project's communication, dissemination, and capacity building activities. Data storage is done according to principles and conditions aimed at limiting the impact on the persons concerned and ensuring data quality and confidentiality. The project ensures that data are kept securely and that publication does not lead to a breach of agreed confidentiality and anonymity.

[3] Charter of Fundamental Rights of the European Union, https://eur-lex.europa.eu/legal-content/EN/TXT/?uri=CELEX%3A12012P%2FTXT

[4] European Convention on Human Rights, https://www.echr.coe.int/Pages/home.aspx?p=basictexts&c

[5] General Data Protection Regulation, https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32016R0679&from=EN

3 Results of the engagement strategy

This chapter presents the results of the KPI data analysis, following the FastTrack KPI capacity-to-impact framework and definitions.

3.1 Delivery of FastTrack capacity building actions, participation and links offered to external experts and networks - inputs

This section presents those KPIs that are related to the progress of FastTrack learning and exchange program, the engagement of the cities' representatives and external experts to it and the links offered with other networks. These are[6]:

- KPI 11: Number of people engaged and actively involved in the project activities
- KPI 21: Number of private/commercial bodies participating in the project
- KPI 35: Number of stakeholder co-design and implementation learning events[7]
- KPI 36: Number of Springboard Studies involving citizen engagement
- KPI 37: Number of Local Affiliates from countries lagging behind involved in the Topic Based Clusters
- KPI 38: Number of Local Affiliates from advanced countries or countries "in between" involved in the Topic Based Clusters
- KPI 40: Number of capacity building activities, including the data and data management Skills Stream, and number of attendees during the capacity building programme

A review of the performance of the KPIs against its target value is done, when relevant. The data for the KPIs presented in this section are provided through the Event Forms, the Registration/ Participation lists, the Innovation Diaries, and the FastTrack Activity Fund monitoring.

Figure 10 presents that *number and type of capacity building activities* (KPI 40), as well as the *number of attendees* (KPI 35). KPI 40 differentiates between core activities and intermediate online learning activities of each Learning Sequence. As core activities the following are counted:

- Plenaries
- Study-visits for all
- Horizontal topic sessions for all
- Peer-learning sessions (1/Cluster)
- Hands-on workshops (1/Cluster)

On the other hand, the intermediate activities were organized as remote learning sessions, around:

- core interests identified by each cluster,
- horizontal learning needs,
- coordination activities (i.e., prior to the CBWs),
- specific learning/ review requests by the cities (i.e., deployment plan peer-review)

[6] Numbering of the KPIs is done according to the list of KPIs presented in Annex 1 of D4.1 FastTrack Innovation and Knowledge Strategy

[7] Are included in the core activities of FastTrack Learning and Exchange Program

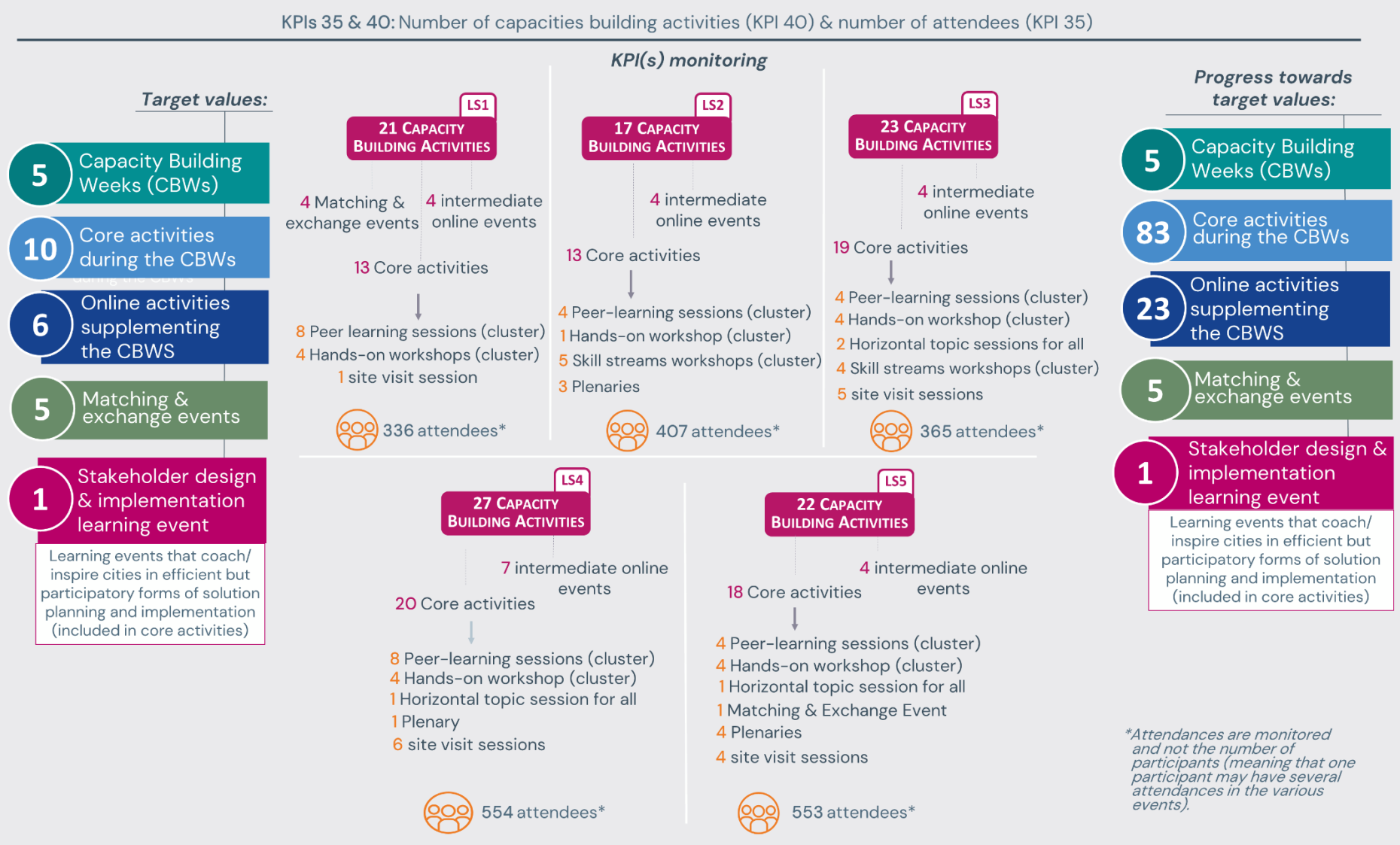


Figure 10 Number of capacity building activities and attendees

A progress in accordance with the target values is visible in Figure 10, while a progress was done beyond the target value concerning the core activities. As far as attendances is concerned, the difference with the number of participants should be highlighted (which is a different KPI), as one participant may have several attendances in various events. Use of this KPI is made for an indication on the intensity of the participation.

On average the events of each Learning Sequence had around 450 attendances. LS4 and LS5 presented both the greater number of core activities and therefore, the greater number of attendances.

When also considering participations of the LAs and ACs representatives, the online events during CBW1 and CBW2 allowed for more people to connect (40 and 44 cities' representatives respectively, in relation to CBW3 and CBW4 where 31 and 28 cities' representatives were present).

For more information on the delivery of the Capacity Building Programme the reader can refer to "D2.2: Final Learning Reports from Each Topic Based Clustered", authored under the responsibility of partner Eurocities.

Figure 11 groups together KPIs 21 & 36 to follow the *progress of FastTrack Activity Fund*. The Fund has been activated to give LAs access to advice and services in direct support to their FastTrack Deployment Plans (innovative mobility solutions). Via the fund the LAs have applied for limited funding for springboard studies (collecting evidence or conducting analysis as a basis for firm deployment priorities), organization of further – in depth – exchange activities (i.e., trainings), and access to tailored expert advice from the FastTrack pool of suppliers[8]. Specifically, KPI 36 follows those springboard studies that support LAs in participatory planning (i.e., engaging citizens and/or stakeholders in the planning process of their innovative mobility solution). For FastTrack it is connected with citizens' engagement in mobility data collection, training on management of such data and stakeholders' engagement in micromobility assessment.

More information about the FastTrack Fund is provided in "D3.2 Final Report on the implementation of the Responsive Support Structure, including summary of recommendations emerging from the Skills Streams and Meet the FastTrackers activities", authored under the responsibility of partner Mobiel21.

[8] FastTrack drew external expertise to its community, through the set-up of the **Supplier Register** (pool of suppliers)**,** serving as a reference to match suppliers and Local Affiliates.

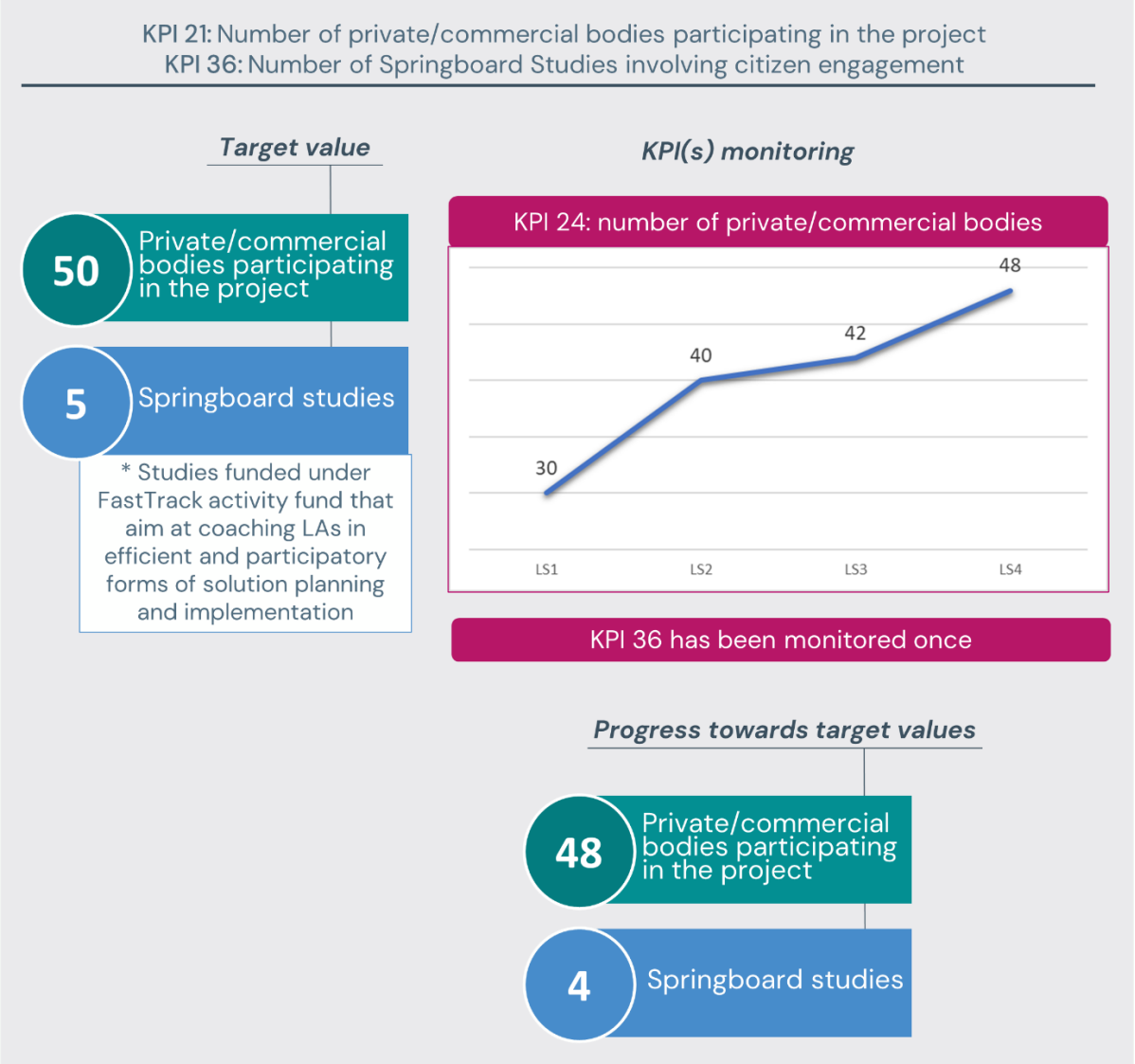


Figure 11 Number of private/ commercial bodies participating in the project & number of springboard studies funded by the project

The progress of FastTrack Activity Fund against the target values of the relevant KPI is considered very satisfying.

Figure 12 presents the KPIs that monitor the *number of cities (both LAs and ACs) involved in FastTrack*. A categorization is done according to whether the city is situated in a country "lagging behind", an "advanced" country or "in between" country as far the uptake of sustainable mobility innovations is concerned. A project definition of these categories is also provided and allocation of each city to one of the categories was made through a self-assessment 5-likert scale included in the Needs Assessment Survey (NAS).

The relevant KPIs monitor the involvement of the categorized cities per Learning Sequence, also including the first mapping that was done in the NAS. An analysis per FastTrack clusters is also done for the last LS (LS4).

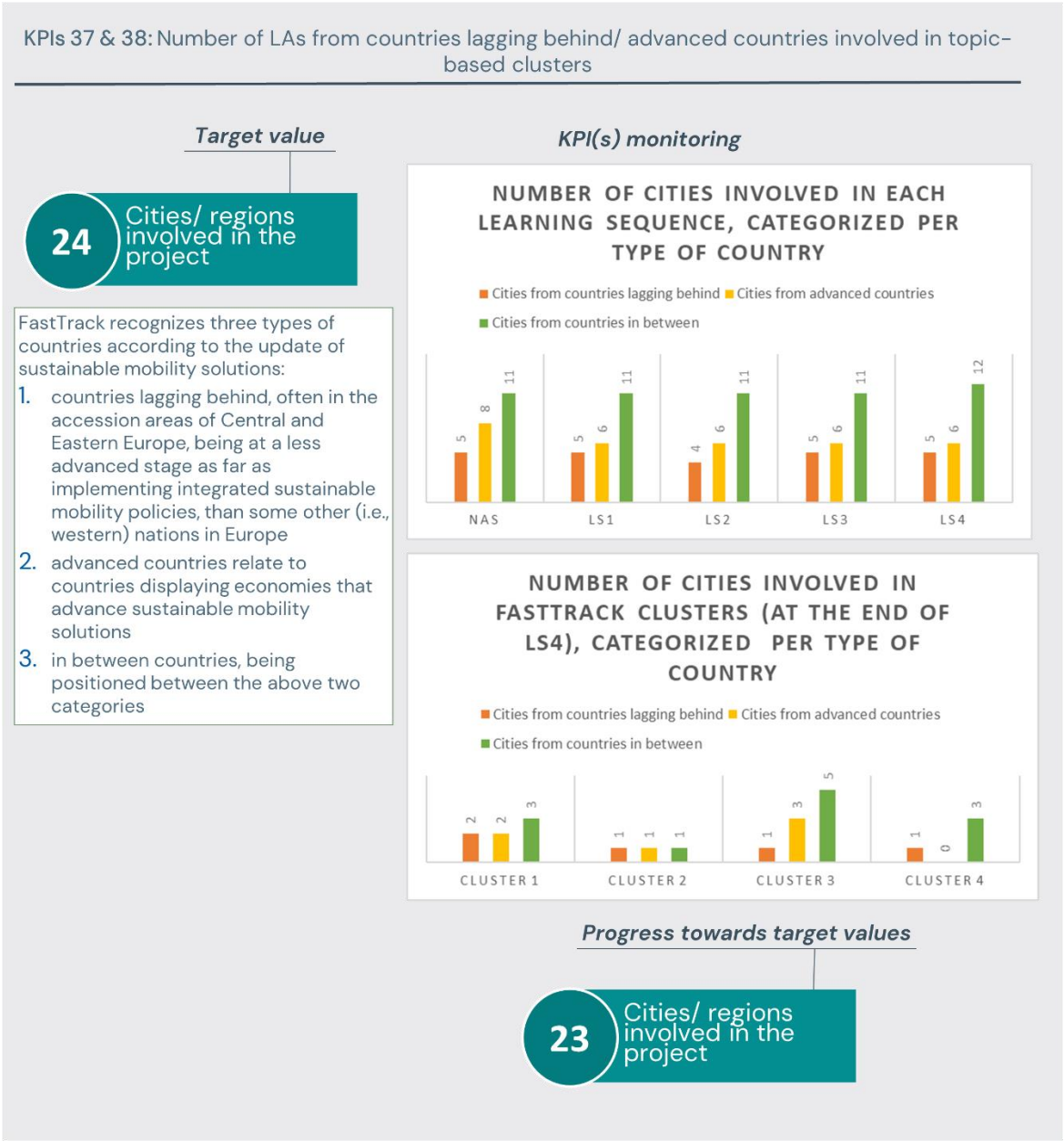


Figure 12 Number of cities involved in FastTrack LSs and categorization based on type of country (lagging behind, in between, advanced) and cluster

Evidenced in Figure 12, during the first year of FastTrack a redefinition of the cluster groups was performed, due to changes in the policy priorities of some cities that prevented them from remaining engaged in the project. Other cities were recruited, and the cluster groups were re-shuffled and re-defined for the sake of keeping a certain balance between them. Eventually, 23 cities remained engaged in the project, with the cluster composition, adequately balanced as per the type of country (Clusters 1 and 2 are well balanced, while Cluster 3 mostly comprises of cities / regions either “in between” or advance and Cluster 4 lacks cities from advanced countries).

Figure 13 presents the *number of people involved in FastTrack learning and exchange activities*. A clustering is made based on the type of groups represented, the list of which was extended to include:

- LAs or ACs
- external experts, typically invited as speakers in FastTrack activities
- FastTrack suppliers
- local stakeholders that offer advice/ design input to the LAs/ ACs for their Deployment Plans
- people from LA's and AC's administrations, other than the ones directly participating in FastTrack events, receiving knowledge from FastTrack

Involvement across the Learning Sequences implies that a person (i.e., from an LA) could be counted more than once. The total values, though, count each person once (this is why the sum of the LA and AC representatives across the LSs is different from the total of 98 LA & AC representatives).

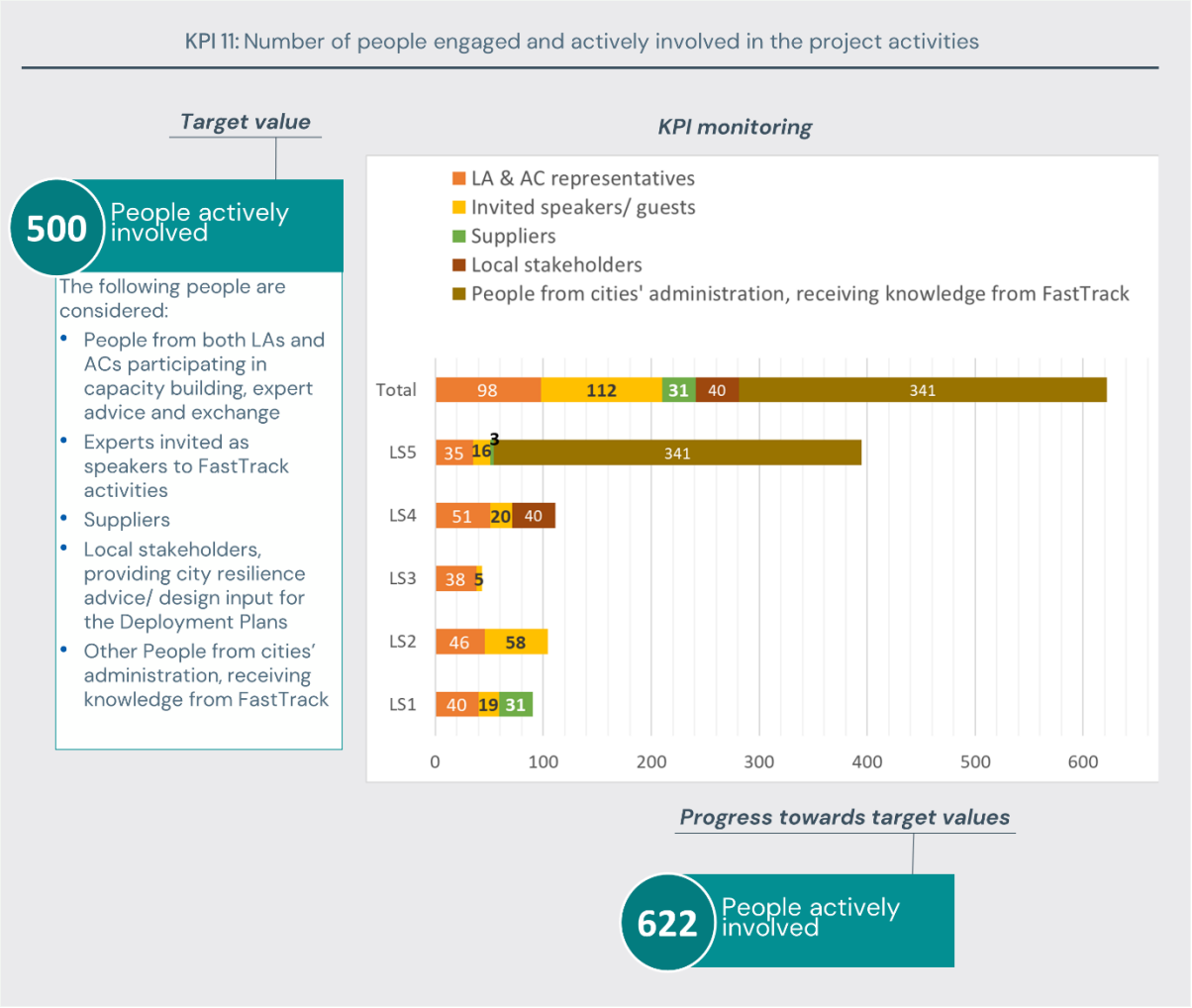


Figure 13 Number of people and group type engaged and actively involved in project activities

As can be seen from Figure 13, representation of each type of group across the Learning Sequences follows the objective of each LS. For example, suppliers were mostly represented in LS1 (and less in LS5), where relevant matchmaking events were organized in the form of "speed dating". During LS4 the cities prepared their deployment plans, therefore members of the cities' stakeholders' groups were involved in this process. The reader should consider, though, that people within the cities' administrations, who were reached by their colleagues and received knowledge from FastTrack, were only counted once, towards the end of the

Learning and Exchange Programme (through ID4), but they were engaged throughout the other Learning Sequences as well.

3.2 Capacity built and synergies developed - output

This section presents those KPIs that measure the results of the Engagement Strategy in capacity built (i.e., challenges solved, learning needs addressed) and new synergies with EU networks and initiatives. These are[9]:

- KPI 2: Number of learning needs identified
- KPI 4: Number of synergies with innovation solution providers established for the deployment of the innovative mobility solutions, clustered per the spatial reference of the solution (i.e., urban, peri-urban, rural, all levels)
- KPI 5 & 6: Number (KPI 5) and percentage (KPI 6) of innovative solutions that address the needs of the cities, clustered per their spatial reference (i.e., urban, peri-urban, rural, all levels)
- KPI 7: Number of obstacles and barriers identified for the implementation of each solution, clustered per the spatial reference of the solution (i.e., urban, peri-urban, rural, all levels)
- KPI 9: Percentage of identified needs per city category (urban, peri-urban, rural) that were covered through FastTrack replication activities (bundled with KPI 2)
- KPI 10: % of identified problems and barriers that were solved for the successful implementation/replication of the innovative solutions, clustered per the spatial reference of the solutions (urban, peri-urban, rural) (bundled with KPI 7)
- KPI 14: Network members' willingness to remain engaged in the FastTrack network after the end of the project
- KPI 15: Satisfaction with the knowledge obtained from FastTrack exchange activities
- KPI 16: Number of new data sources discussed in Skills Streams meetings
- KPI 22: Number of new research and innovation collaborations in sustainable urban mobility between private/public organisations and the Local Affiliates that were structured in the framework of the project
- KPI 23: % of new research collaborations located in countries that are more advanced (bundled with KPI 22)
- KPI 24: % of new research collaborations located in countries lagging behind in the deployment of urban mobility innovations (bundled with KPI 22)
- KPI 25: % of new research collaborations with signed MOUs assigning responsibilities and work between the different parties (bundled with KPI 22)
- KPI 26: Number of meaningful links generated with other EU projects and networks
- KPI 27: Number of attendances at Smart Cities Marketplace (SCM), EIT Urban Mobility and other relevant EU network events, distinguished by: FastTrack city-regions; and FastTrack partners (bundled with KPI 26)
- KPI 29: Number of interactions with Smart Cities Marketplace (SCM) (bundled with KPI 26)
- KPI 31: Number of local actors from other sectors, for each city, involved in mobility planning and implementation processes

[9] Numbering of the KPIs is done according to the list of KPIs presented in Annex 1 of D4.1 FastTrack Innovation and Knowledge Strategy

- KPI 32 & KPI 33: Number (KPI 32) and percentage (KPI 33) of local actors from other sectors, for each city, meaningfully engaged in mobility planning and implementation processes
- KPI 34: Number of local events where project partners (including Local Affiliates acting as Ambassadors) attend
- KPI 41: Number of FastTrack city-regions offering to share open-source data or knowledge at the start; and at the end of the project
- KPI 46: Obstacles and barriers that were identified in local, national, and European level for the successful implementation/ replication of the innovative solutions, clustered per the spatial reference of the mobility solutions (i.e., urban, peri-urban, rural, all levels)
- KPI 47: % of identified problems and barriers that CAN be answered in local and national level for the successful implementation/ replication of the innovative solutions
- KPI 48: % of identified problems and barriers that CANNOT be answered in local and national level for the successful implementation/ replication of the innovative solutions and specific support is needed by the EU (bundled with KPI 47)

A review of the performance of the KPIs against its target value is done, when relevant. The data for the KPIs presented in this section are provided through the Needs Assessment Survey (as baseline values), the Event Forms, the Registration/ Participation lists, the Innovation Diaries, the Transferability assessment templates, the Deployment Plans, the Dissemination Tracker and the FastTrack Activity Fund monitoring.

Figure 14 bundles together KPIs 2 and 9, presenting the *number of learning needs*[10] identified at the beginning of the project (through the Needs Assessment Survey) and through the activities of each Learning Sequence, as well as the *percentage of the needs that were addressed* by LS1 and LS2 replicatory activities.

KPI 2 reflects on the intensity of the discussion around cities' learning needs, but it does not "clear" the database from multiple recordings of the same learning need across the LSs (cities expressing the same learning need several time). This was not possible for two reasons: a) a restructuring of the clusters was done after the end of the first year of the project (end of LS2), since some cities could not remain engaged in the project and new cities were recruited (this meant that new mobility solutions were brought forward), b) as the Learning and Exchange Programme progressed, the cities had a clearer view of the innovative mobility solution that they want to bring forward and their learning needs around it.

KPI 9 quantitative monitoring is limited to LS1 and LS2, to avoid survey fatigue of the cities' representatives that provided their feedback through the Innovation Diaries. A more generic question, though, was included for the cities in ID4, asking: "To what level did FastTrack covered your needs/ questions as far as the deployment of your innovative mobility is concerned?". Answers were provided on a scale from 1-5 (1= very low, 2 = low, 3 = average, 4 = high, 5 = very high).

[10] FastTrack Learning and Exchange Programme was built around cities' learning needs. A learning need is described as an identified gap in the knowledge and skill or the need to update them. In FastTrack, for example, a learning need could be the lack of knowledge on how to involve stakeholders in the mobility planning or the need to learn more on funding opportunities. More specific learning needs (i.e., how to establish the proper monitoring framework for traffic light systems) were, of course, also expressed.

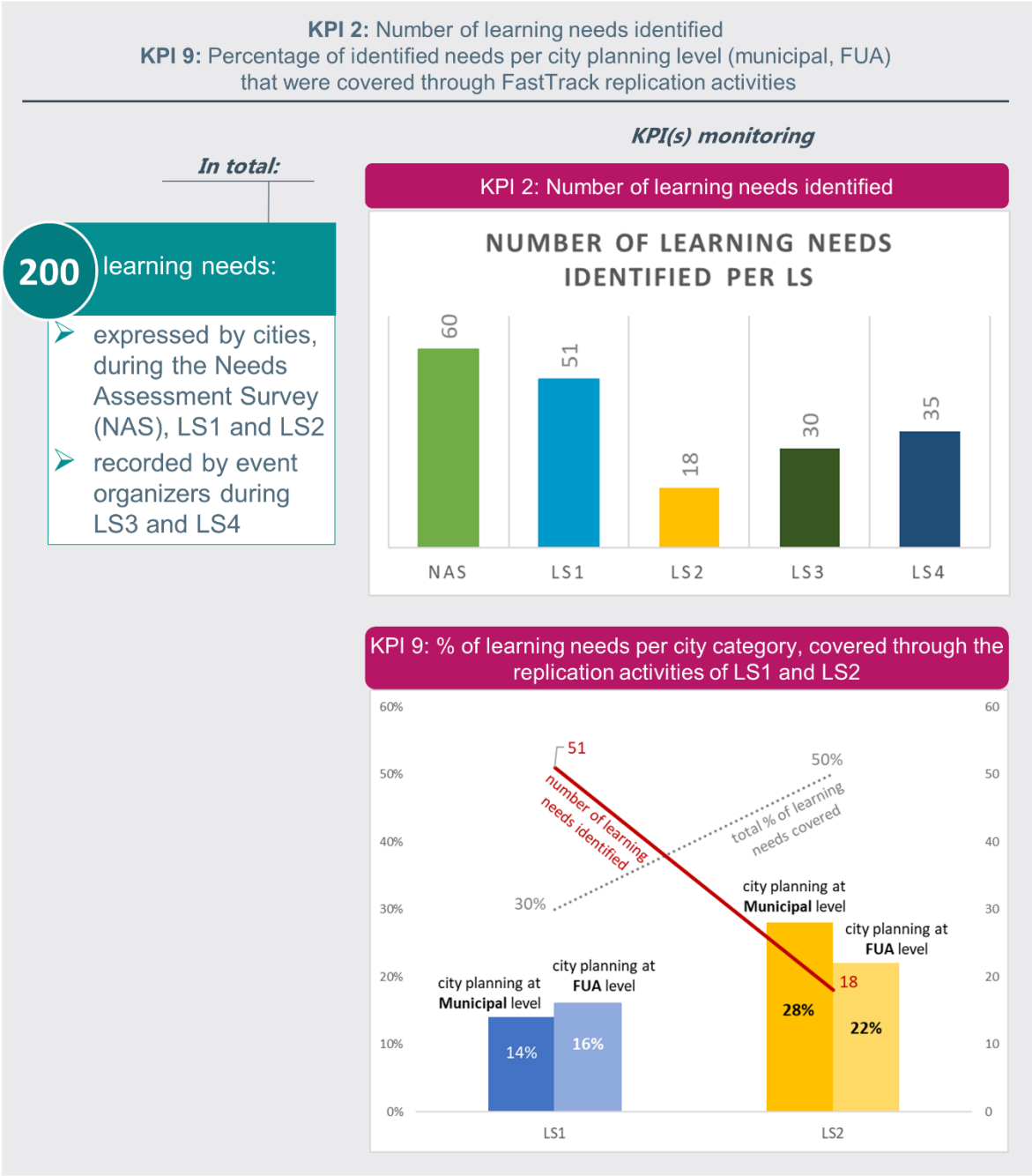


Figure 14 Number of learning needs identified per LS and % of the needs addressed in LS1 and LS2

Figure 14 indicates the intensity of discussions around the learning needs of the cities, especially at the beginning of the Learning and Exchange Programme. In LS1, 51 learning needs have been discussed, 30% of which have been addressed. Likewise, 18 learning needs were discussed during LS2, half of which were addressed.

At a more general level, the majority of the cities that replied to ID4 (63%) indicated that FastTrack covered to a high or very high level their needs/ questions around the deployment of their innovative mobility solution. The rest (37%) positioned themselves in an average score regarding this statement.

FastTrack has brought together cities and innovation solution suppliers via the "FastTrack pool of suppliers (WP3). **Figure 15** reflects on the *synergies established in this way between the cities engaged in FastTrack (LAs and ACs) and innovation solution providers* (members of FastTrack pool of suppliers or externals), clustered per the spatial level of reference of the mobility solution under deployment. Three level of spatial references are reported within FastTrack Deployment Plans: urban, urban & peri-urban and all levels.

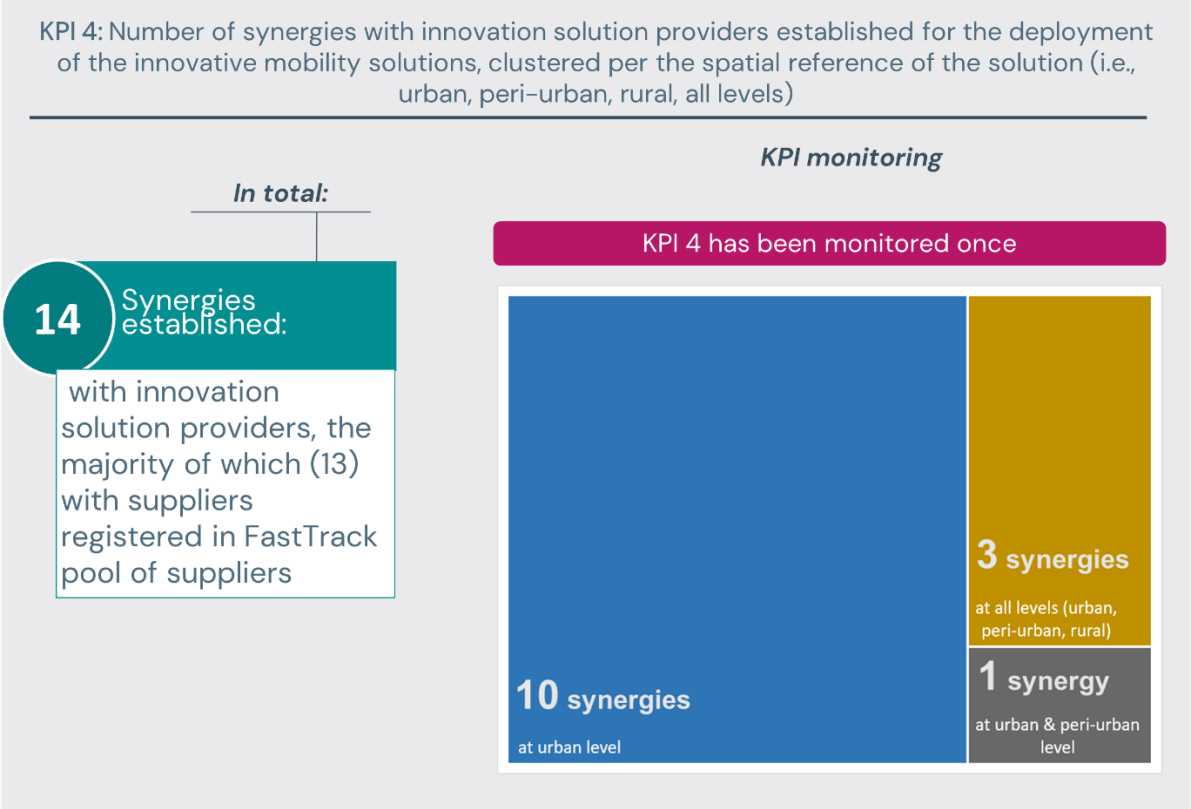


Figure 15 Number of synergies established with innovation solution providers, clustered per the spatial reference of the FastTrack mobility solutions

As can be seen from Figure 15, the majority of the synergies are established for innovative mobility solutions with urban spatial references. At the same time, the vast majority of the synergies (13) concern contracts signed between Technical Partners and suppliers from the FastTrack pool of suppliers for the benefit of LAs and. In total, 15 contracts were signed (after two rounds of applications, with a couple of synergies present in both calls) addressing 10 innovative mobility solutions[11]. Finally, one synergy has been established as a pre-procurement dialogue with local stakeholders.

Figure 16 presents the *number of mobility solutions exchanged within the project* (brought forward by the involved cities, especially ACs, or external cities and experts) in each LS, as well as their clustering per level of spatial reference (i.e., urban, peri-urban, rural, all levels). These were identified by the cities as inspirational cases for their local content and needs. (For consistency, the number of mobility solutions that were eventually identified as more relevant to the cities' needs, therefore being the ones included in the final Deployment plans

[11] More information about the FastTrack Fund is provided in "D3.2 Final Report on the implementation of the Responsive Support Structure, including summary of recommendations emerging from the Skills Streams and Meet the FastTrackers activities", authored under the responsibility of partner Mobiel21.

are included under the KPI monitoring in LS4, although correlated with associated metrics of outcomes, therefore reported separately in the next section.)

It should be noted that, of particular importance for inspiration were the study visits physically implemented in Stockholm, Antwerp, Bologna and Budapest. The cases presented in the study visits are considered under the total number of mobility solutions exchanged within the project when their relevance to addressing specific challenges of the cities was demonstrated through the Transferability Assessment reports. Nonetheless, in the majority of the reports received, the spatial reference of the mobility solution is not indicated, therefore these cases are assigned under a "not defined" spatial reference.

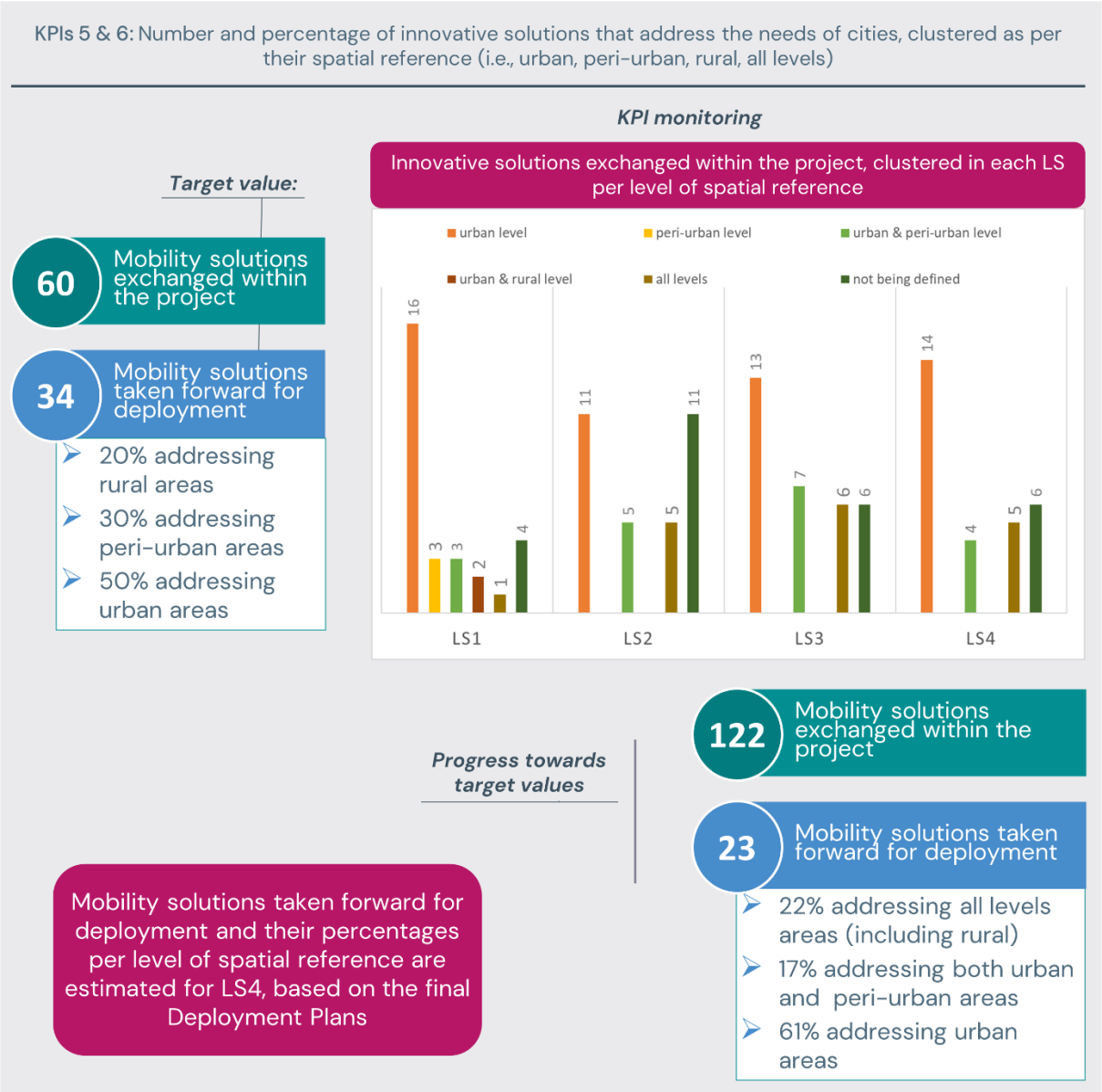


Figure 16 Number of mobility solutions exchanged within the project, clustered per their level of spatial reference

Figure 16 demonstrates the intensity of the inspirational discussions around innovative mobility solutions, enabled through FastTrack learning and exchange activities. Eventually 23 mobility solutions were identified by the cities (1 per city) as the ones being more relevant to

their needs. Discussion during LS4 moved around these 23 solutions (and their deployment plans), the majority of which are relevant to the cities at their urban level of planning.

Figure 17 and Figure 18 analyse the *number of obstacles and barriers* that hinder the implementation/ replication of the innovative mobility solutions. Examples of such barriers are:

- Lack of financing in combination with price changes on the market
- Unwillingness of actors to share data
- Lack of public space for placing mobility solutions/ services
- Bureaucratic aspects, i.e., delaying procurement processes
- Technical barriers, i.e., in integrating existing systems and available data
- Lack of or limited political support
- Insufficient engagement of stakeholders/ citizens to planning and implementation processes
- Difficulties in changing citizens' perception or behaviour
- Insufficient or lack of inhouse skills for governing mobility innovations
- Legal issue, i.e., regarding PPP contracts, GDPR/ privacy and cyber security

Figure 17 clusters the barriers according to the spatial reference of the mobility solutions (i.e., urban, peri-urban, rural, all levels) (KPI 7). The percentage of the barriers that have been solved through the replication activities of FastTrack is also presented, along with the percentages of the barriers partially solved or not solved (KPI10).

Figure 18 provides an additional level of clustering for the barriers, and that is the spatial characterization of the barrier itself (local, national, European) (KPI 46). A matrix is, then, created, allocating each barrier to its spatial level of characterization and the spatial level of the mobility solution. The percentage of the barriers that can be answered in local and national level (KPI 47) is also presented, along with the percentage of barriers that cannot be answered in local and national level and specific support is needed by the EU (KPI 48).

For KPIs 7, 10 and 46 the monitoring is done for LS2 and LS4, but it does not "clear" the database from double recordings of the same obstacles and barriers across these two Learning Sequences. As already mentioned, this is not possible for two reasons: a) a restructuring of the clusters was done after the end of the first year of the project (end of LS2), since some cities could not remain engaged in the project and new cities were recruited (this meant that new mobility solutions were brought forward), b) as the Learning and Exchange Programme progressed, the cities had a clearer view of the innovative mobility solution that they want to bring forward and the challenges for its implementation. Therefore, LS4 provides a more "solid" picture of the KPIs, as it draws from the finalized Deployment Plans.

For KPIs 47 and 48, the monitoring is done only for LS4, and after the finalization of the Deployment Plans, in order to have a robust view of what are the challenges that need to be supported by the EU.

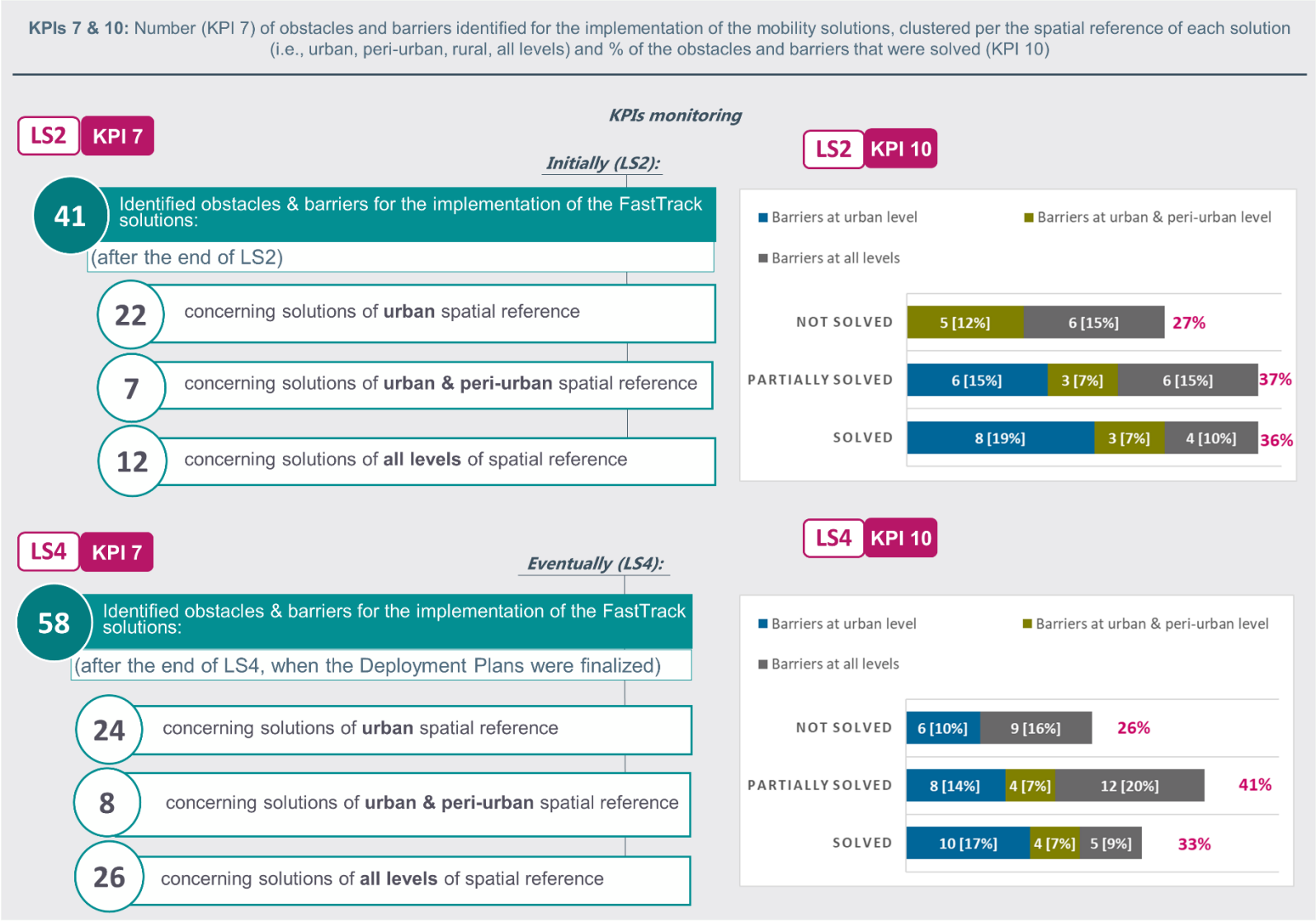


Figure 17 Number of obstacles and barriers identified for the implementation of the mobility solutions, clustered per the spatial reference each solution (i.e., urban, peri-urban, rural, all levels) and % of the obstacles and barriers that were solved

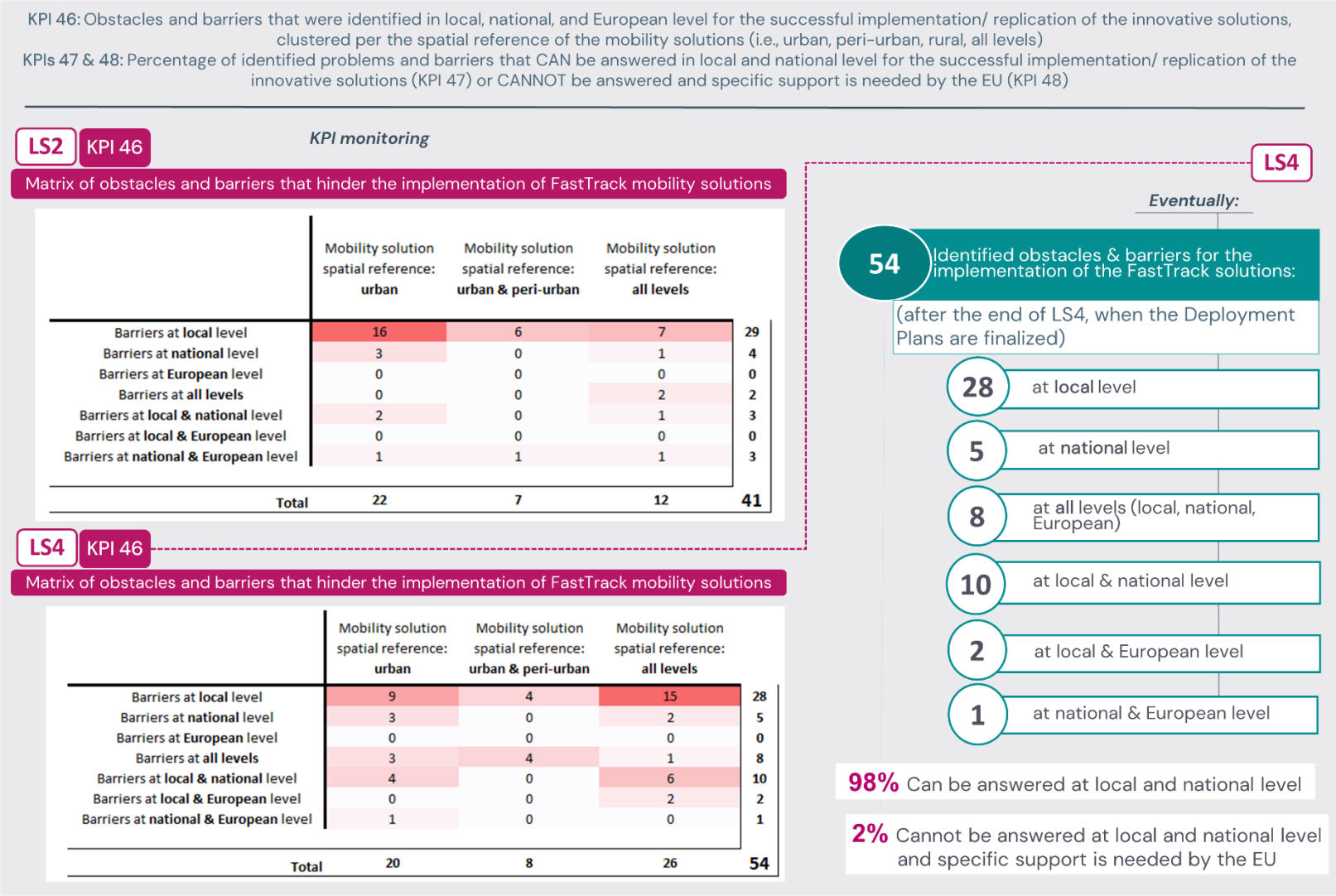


Figure 18 Obstacles and barriers that were identified in local, national, and European level for the successful implementation/ replication of the innovative solutions, clustered per the spatial reference of the mobility solutions (i.e., urban, peri-urban, rural, all levels) & percentage of obstacle and barriers that CAN and CANNOT be answered in local or national level

The FastTrack Learning and Exchange programme offered a great opportunity for identifying and addressing specific challenges related to the implementation of innovative mobility solutions. As the Programme progressed from Inspiration Offer to Deployment Engagement, the cities concretized their challenges into 58 identified barriers and obstacles, described within their Deployment Plans, that are connected to mobility solutions of (Figure 17):

- urban reference - > 41% of the challenges
- urban & peri-urban reference - > 14% of the challenges
- all levels of spatial reference (urban, peri-urban, rural) - > 45% of the challenges

Most of these 58 challenges (48%) has a local identity, followed by a 17% that has both local and national identity and a 15% that is linked to all levels (local, national, and European) (Figure 18).

FastTrack exchange enabled a 74% of the barriers that were eventually included in the Deployment Plans, to be solved or partially solved, addressing all levels of spatial reference of the solutions. At the same time, it identified one challenge that cannot be solved at local or national level (even by national funds) and specific support is needed by the EU in terms of EU funds.

For a quick and compiled view of the challenges identified by the cities, the reader can refer to "D2.3 Action Points for each Local Affiliate", while the sources for more detailed information are "D2.4 Summary of Challenges and Next Steps for FastTrack Local affiliates" and D4.5 Local Affiliate Deployment Plans".

Figure 19 presents the *number of new - for the cities - data sources that were discussed within FastTrack* and especially within the Skill Streams events. The monitoring is done through the cities replies from the Innovation Diaries only for LS1 and LS2, as LS3 included a "lighter" version of ID survey and LS4 monitors the data that were eventually included in the Deployment Plans.

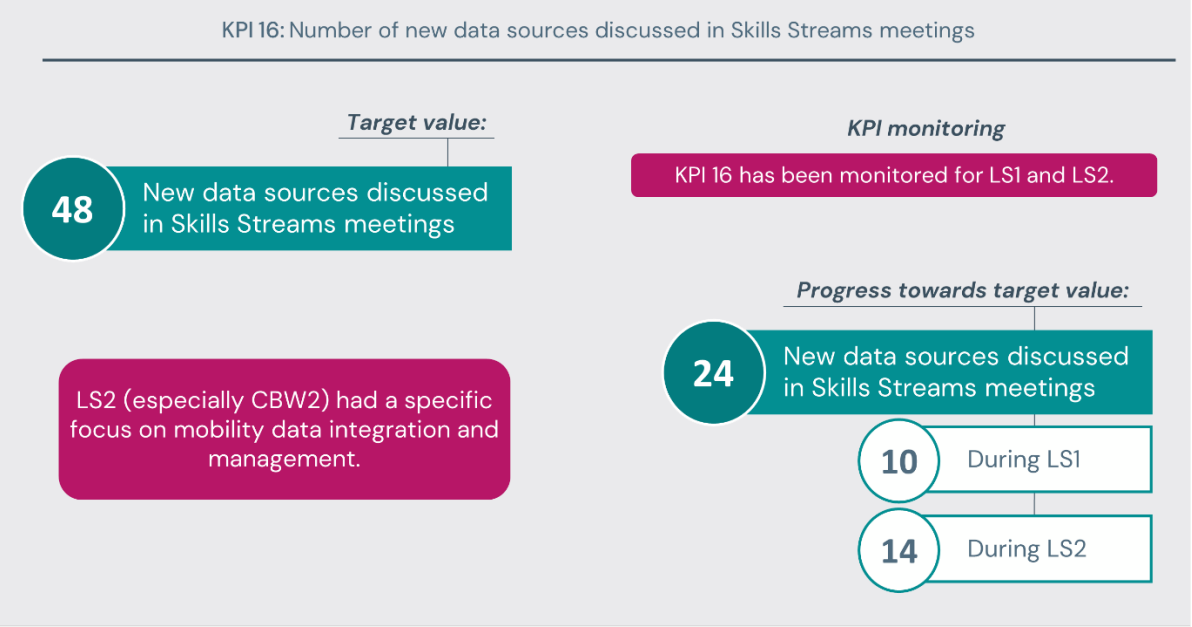


Figure 19 New data sources discussed within FastTrack

Examples of new data sources discussed during FastTrack activities included:

- real-time traffic counts, involving citizens
- data for cycling in the urban area from PING app
- real-time data from "Velo Antwerp" app
- accessibility data from autonomous delivery robots

The project has set an ambitious target for discussion around new data sources that hasn't been reached, probably due to the fact that data was not a key element to all mobility solutions brought forward by the cities. Nonetheless, the *willingness of the cities to share open-source mobility data* was also monitored and positive results are reported in Figure 20. Monitoring was done at the beginning of the project through the Needs Assessment Survey and towards the end of the project through ID4. A reference to the data shared during the project is also made.

It should be also noted that, the cities that were engaged earlier in the project (replacing those that withdraw) also filled in the Needs Assessment Survey.

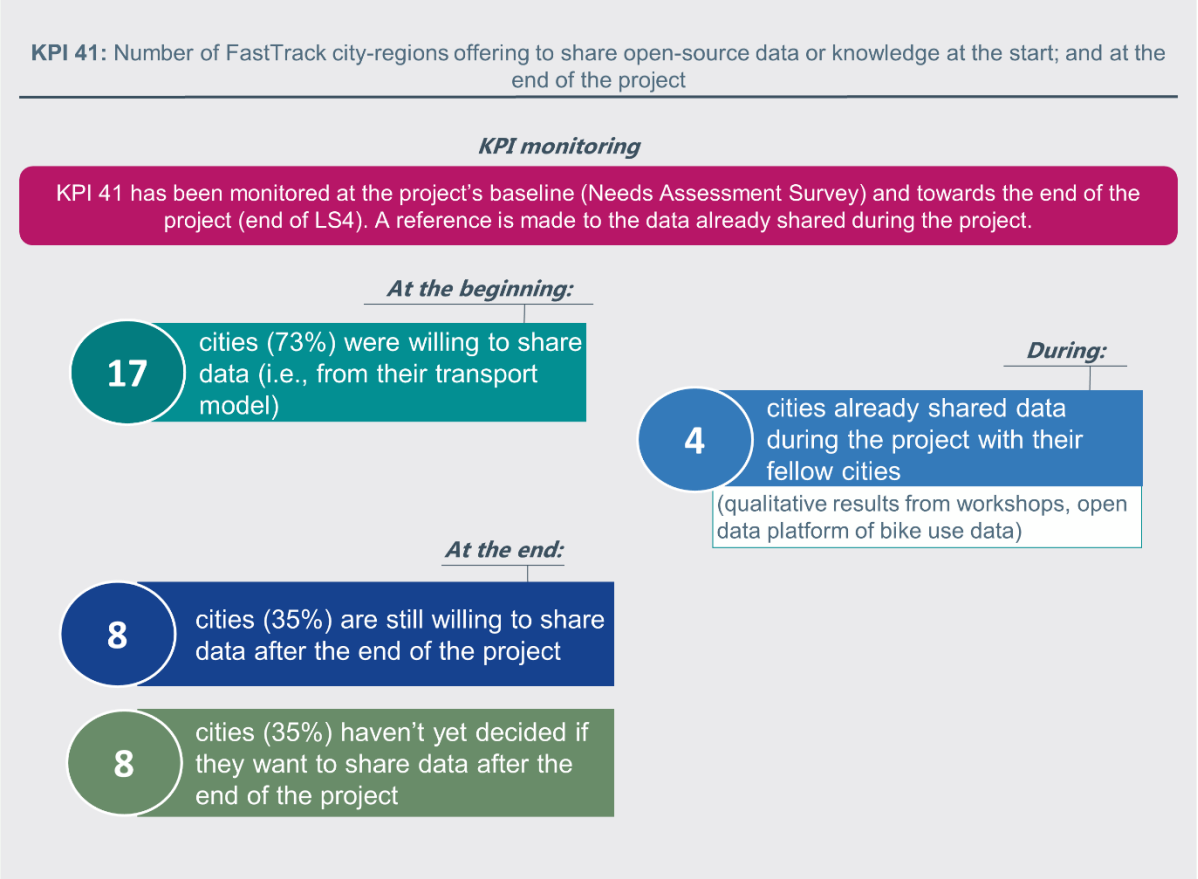


Figure 20 Willingness to share open-source data at the start and at the end of the project

Figure 21 presents FastTrack *interactions with other EU projects, networks and events*, established as:

- invitations of speakers/ advisors/ experts to FastTrack events
- material from other projects included in FastTrack learning material
- joint sessions implemented by FastTrack and other EU projects/ initiatives
- attendances of FastTrack (partners or LAs) in external events, organized by other projects/ networks/ initiatives.

Special attention is paid to the interactions with Smart Cities Marketplace (SCM).

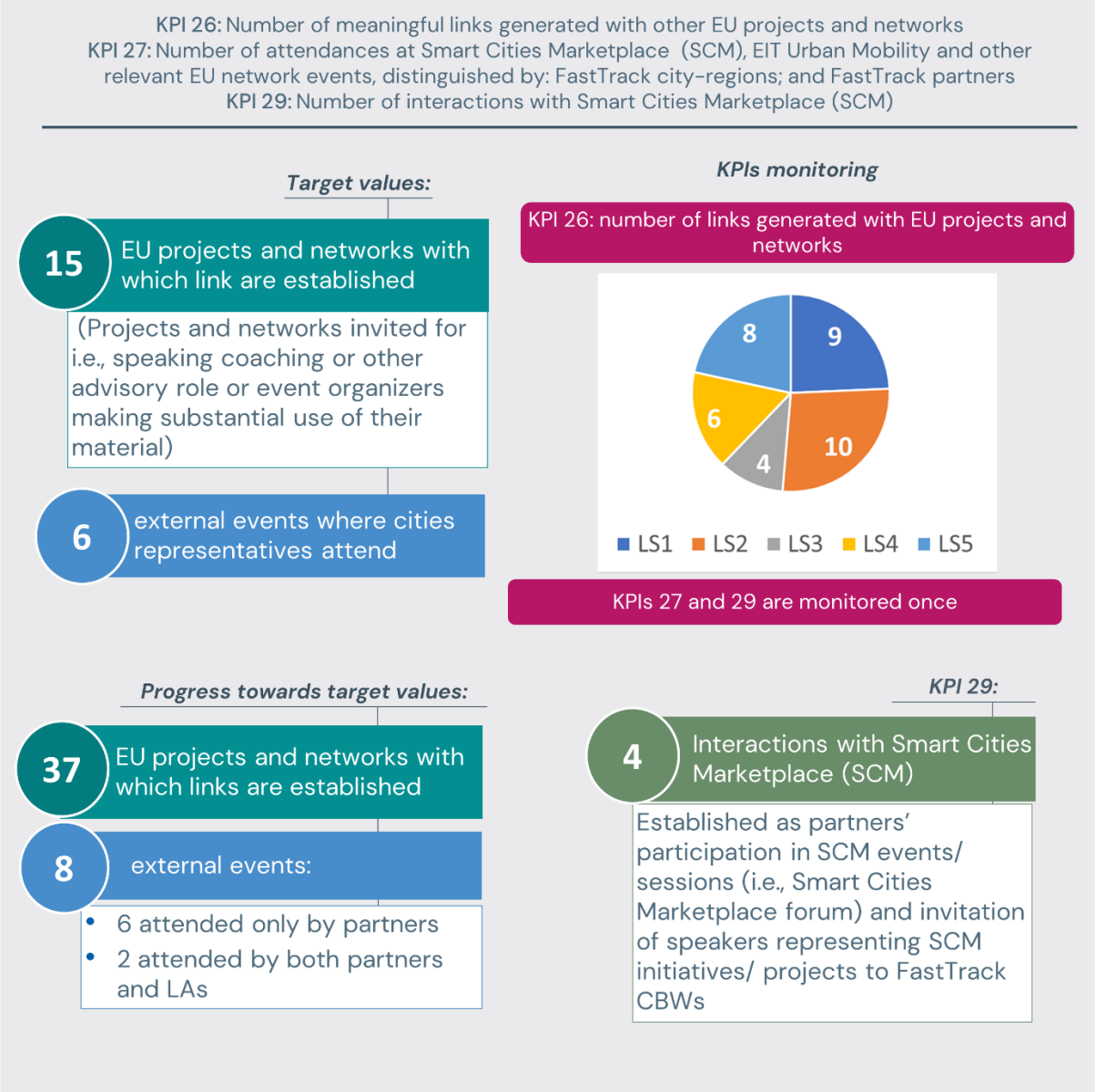


Figure 21 Interactions with EU projects, networks, and initiatives

One of the key characteristics of the FastTrack Learning and Exchange programme was its extroversion: gaining knowledge and experience from other EU projects/ initiatives and networks and sharing its insights to a wider EU community. Along, FastTrack also aimed at inspiring the LAs to act as ambassadors of their innovation to their wider (local) network. **Figure 22** presents the achievements towards the connection to the wider EU community. By the time this report was compiled, six (6) cities have already undertaken this role and commitment from other cities is also high for the future. The last CBW and final event in Budapest heavily supported this ambition.

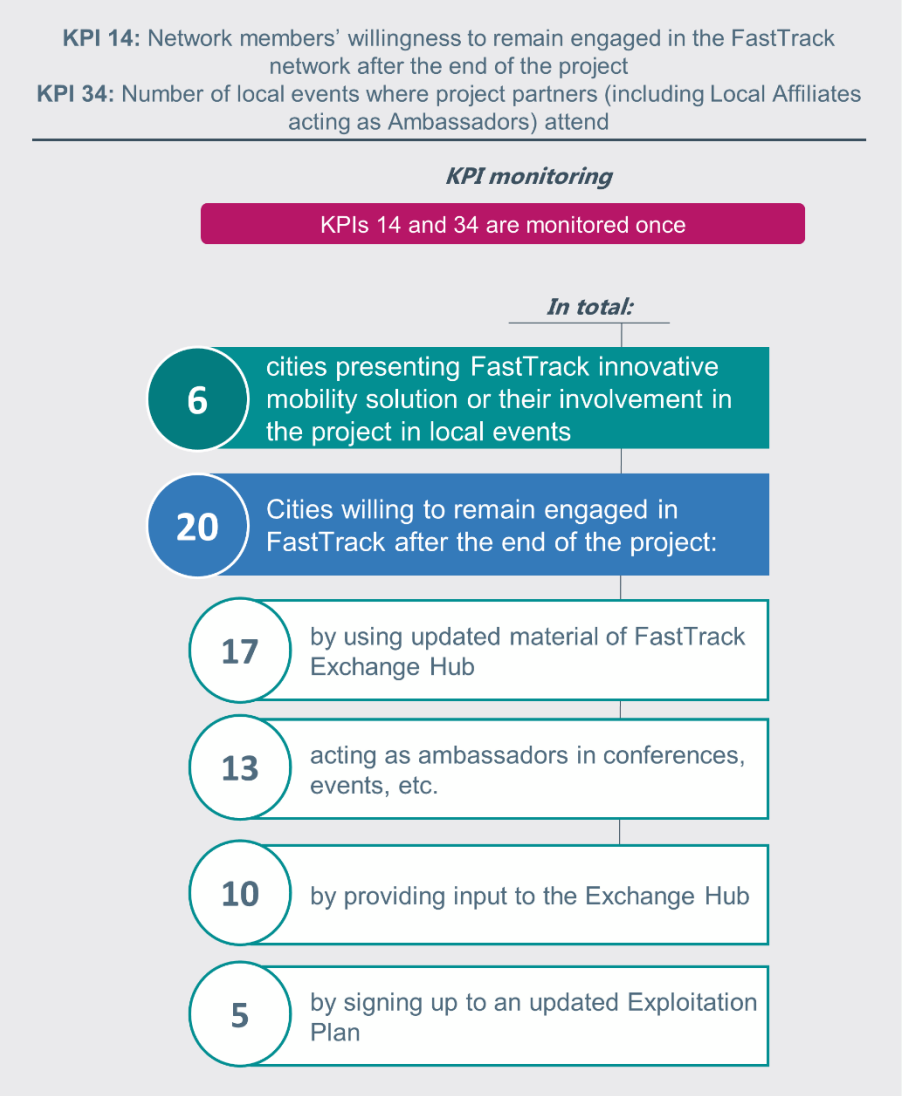


Figure 22 Cities willingness to remain engaged in FastTrack network after the end of the project

At the same time, FastTrack strongly encouraged an integrated approach to solving challenges and addressing needs around the planning and implementation of innovative mobility solutions. This implies a transdisciplinary and interdisciplinary approach, involving actors from sectors other than the mobility & logistics sector, namely:

- land use & public space design
- energy
- health
- technology (IT)
- climate/ environment
- management, administration & finance
- research
- government
- other

KPIs 31-33 (**Figure 23**) analyse this involvement at the level of engagement both in the project (KPI 31) and the development of the Deployment Plan in each city (providing city resilience

advice/ design input) (KPIs 32 & 33). KPI 31 monitors the i*nvolvement of local actors outside the mobility sector in FastTrack activities*. The following groups are considered for this KPI:

- cities' representatives that participated in FastTrack activities
- people from the cities' administrations that have received FastTrack knowledge through their colleagues (above group). These are tracked for LS3 and LS4 and reflect upon the way knowledge is elevated from individual level to organizational level.

On the other hand, KPI 32 refers on *the local actors outside the mobility sector, that specifically provided input for the city's Deployment Plan*. These are monitored towards the end of FastTrack Learning and Exchange Programme, once the Deployment Plans are finalized. A reference is also made to the number of people involved in the mobility & logistics sector who offered their advice for the development of the Deployment Plans.

Figure 23 Number of local actors outside the mobility sector, being involved in the project and offering input for the Deployment Plans

Figure 23 demonstrates a good spread of FastTrack knowledge within various departments in the city administrations and one should also consider the knowledge sharing among

colleagues occupied in the mobility & logistics sector as well: in total **341** people within the cities' administrations received FastTrack knowledge, further to the **98** ones directly participating in FastTrack activities (participating in at least one FastTrack event). The absolute values are very promising, nonetheless the level of knowledge sharing differs, sometimes significantly, between the cities:

- Only a couple of cities were not engaged in an internal, transdisciplinary exchange of FastTrack knowledge. Representatives of the rest who directly participated in FastTrack activities made sure to reach out to their colleagues and share FastTrack knowledge with them.
- Important variations in the numbers of people from each city who received FastTrack knowledge (ranging from 1 to 75) does not allow for averages to be representative.
- 11 cities managed to engage in knowledge exchange more than 5 of their staff members who are working outside the mobility & logistics sector.
- A significant number of local actors were involved in the development of the cities' Deployment Plans: **18** from the mobility & logistics sector and **42** from other sectors. Nonetheless they only represent 6 cities.

Finally, the *satisfaction of the cities with the knowledge obtained from FastTrack* is presented under this category of output KPIs, in **Figure 24**, based on the cities replies from the Innovation Diary 4. Along, the perceived usefulness of the knowledge gained and the perceived quality of structure of FastTrack learning programme, were also asked and presented in Figure 24.

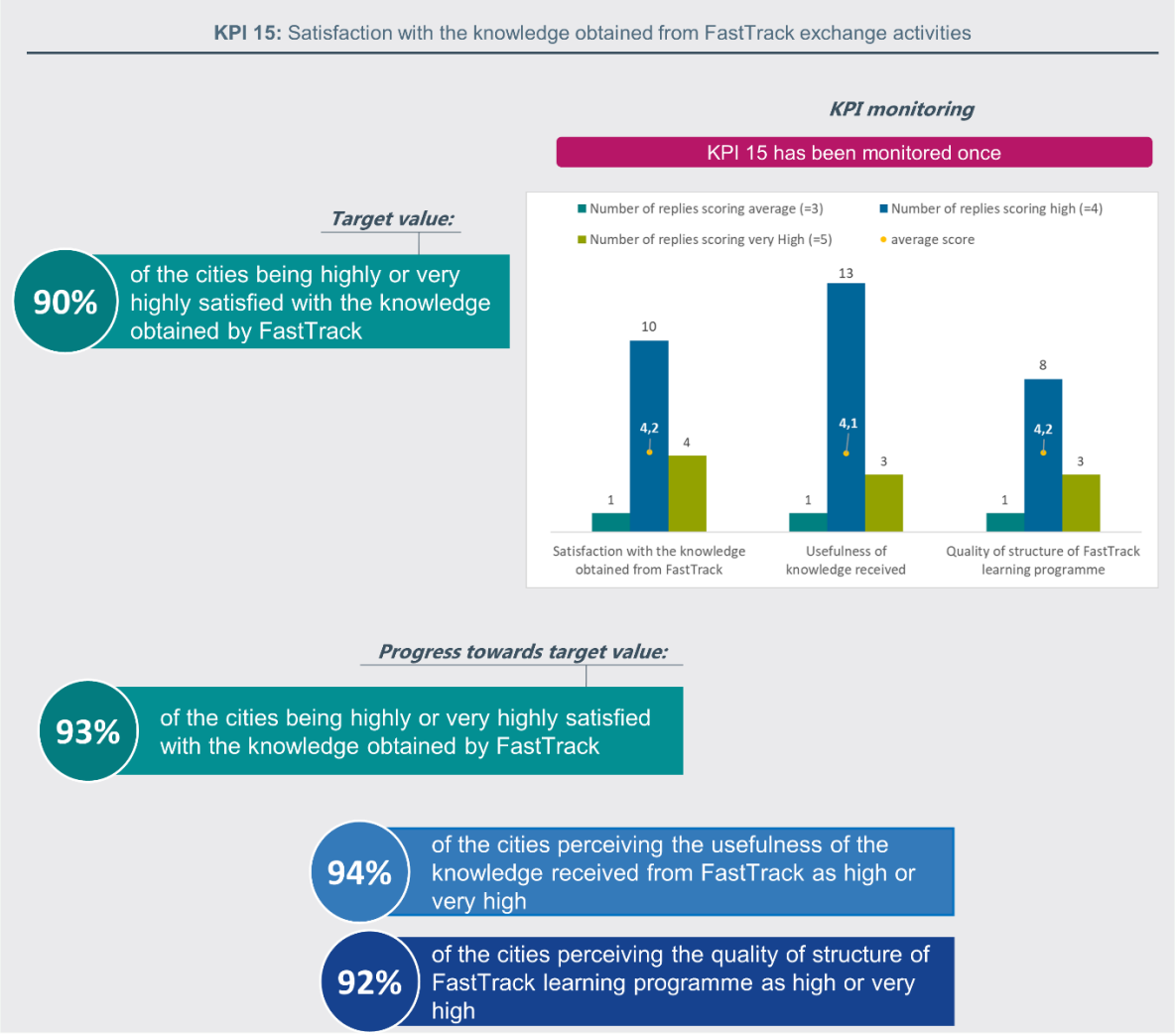


Figure 24 Cities satisfaction with the knowledge from and structure of FastTrack learning programme

Regarding KPIs:

- KPI 22: Number of new research and innovation collaborations in sustainable urban mobility between private/public organisations and the Local Affiliates that were structured in the framework of the project
- KPI 23: % of new research collaborations located in countries that are more advanced
- KPI 24: % of new research collaborations located in countries lagging behind in the deployment of urban mobility innovations
- KPI 25: % of new research collaborations with signed MOUs assigning responsibilities and work between the different parties

It should be mentioned that only one such partnership was established with a research project in which the participating city has already signed a grant agreement. The country to which this city is located is neither lagging behind or advanced, rather in a “in between” status.

3.3 Use of knowledge and synergies for achievements in planning and implementation of innovative mobility solutions - outcomes

This section presents those KPIs that measure the effectiveness of the delivered learning and exchange activities of FastTrack (i.e., how the increased capacities and the new synergies were used to reach achievements at individual and organizational level). These are[12]:

- KPI 1. Number of approved Deployment Plans delivered during the project
- KPI 3. Percentage of the Deployment Plan that was implemented during the project for each innovative solution (bundled with KPI 1)
- KPI 8. Capacity of the cities to finalize the implementation of the innovative solutions after the end of the project
- KPI 12. Before and after knowledge of network members on innovative transport solutions
- KPI 13. Before and after capacity of network members to select and implement the innovative mobility solutions (bundled with KPI 8).
- KPI 17. Number of new data sources included in Deployment Plans
- KPI 18. Before and after knowledge of network members on developing investment and or business/operating plans for deployment of innovative transport solutions
- KPI 19. Number of registered Deployment Plans (bundled with KPI 1).
- KPI 28. Increased number of local authorities participating in Smart Cities Marketplace (SCM) (signing up as partner and actively participating in SCM activities)
- KPI 30. Number of FastTrack innovations taken up within the framework of the Smart Cities Marketplace (SCM) Action Cluster on Sustainable Urban Mobility
- KPI 42. Before and after knowledge of network members on data gathering, management and analysis.

KPIs 1, 3 and 19 refer to the Deployment Plans developed by the cities. A DP template was made available to the cities by the project at an earlier stage, so that the cities created a roadmap that could help them accelerate the implementation of their chosen mobility solution. The information provided in the DPs was structured in 6 main pillars: input, process, output, outcome, impact and reflection points. The template also differentiated between the levels of requested information and the following categories were set: “must have”, “should have”, “could have” and “optional” information (

[12] Numbering of the KPIs is done according to the list of KPIs presented in Annex 1 of D4.1 FastTrack Innovation and Knowledge Strategy

Table 1).[13]

[13] For more information, the reader can refer to D4.5 Local Affiliate Deployment Plans

Table 1 Legend for the how the Deployment Plan Questions should be addressed by the Local Affiliates (source: DP template)

Must	The Local Affiliate should fill in the section under this category
Should	The Local Affiliate should insert information in certain sections, as this information will impact the quality and reliability of the plan
Could	Local Affiliate may not have relevant information or ideas of what should fill in; however, it is encouraged to insert the actual gaps either in skills, capacity, resources, technology, processes, etc. The Local Affiliate that has this information is strongly advices to insert it, as will provide more strength to the plan, and, in case, of a formal local council approval is sought at the end of the process, could facilitate this approval.
Optional	The information will be provided if available. This category will support any Local Affiliate in developing future similar plans

While KPI 19 refers to the *number of received Deployment Plans*, KPI 1 refers to the *number of DPs that have been approved*, based on a criterion set by the project. The criterion had to do with the level of requested information that has been eventually provided by the cities, which should be covering at least the “must” and “should” level.

On the other hand, KPI 3 refers to the *percentage of the DPs implemented during the project*. A qualitative analysis has taken place for this KPI, asking the cities through ID4 about where they stand as far as the implementation of their mobility innovation is concerned.

Figure 25 presents the KPI’s values, as these estimated after the submission of the final DPs by the cities. The percentages of the DP that address specific spatial levels (rural, peri-urban, urban) is also presented.

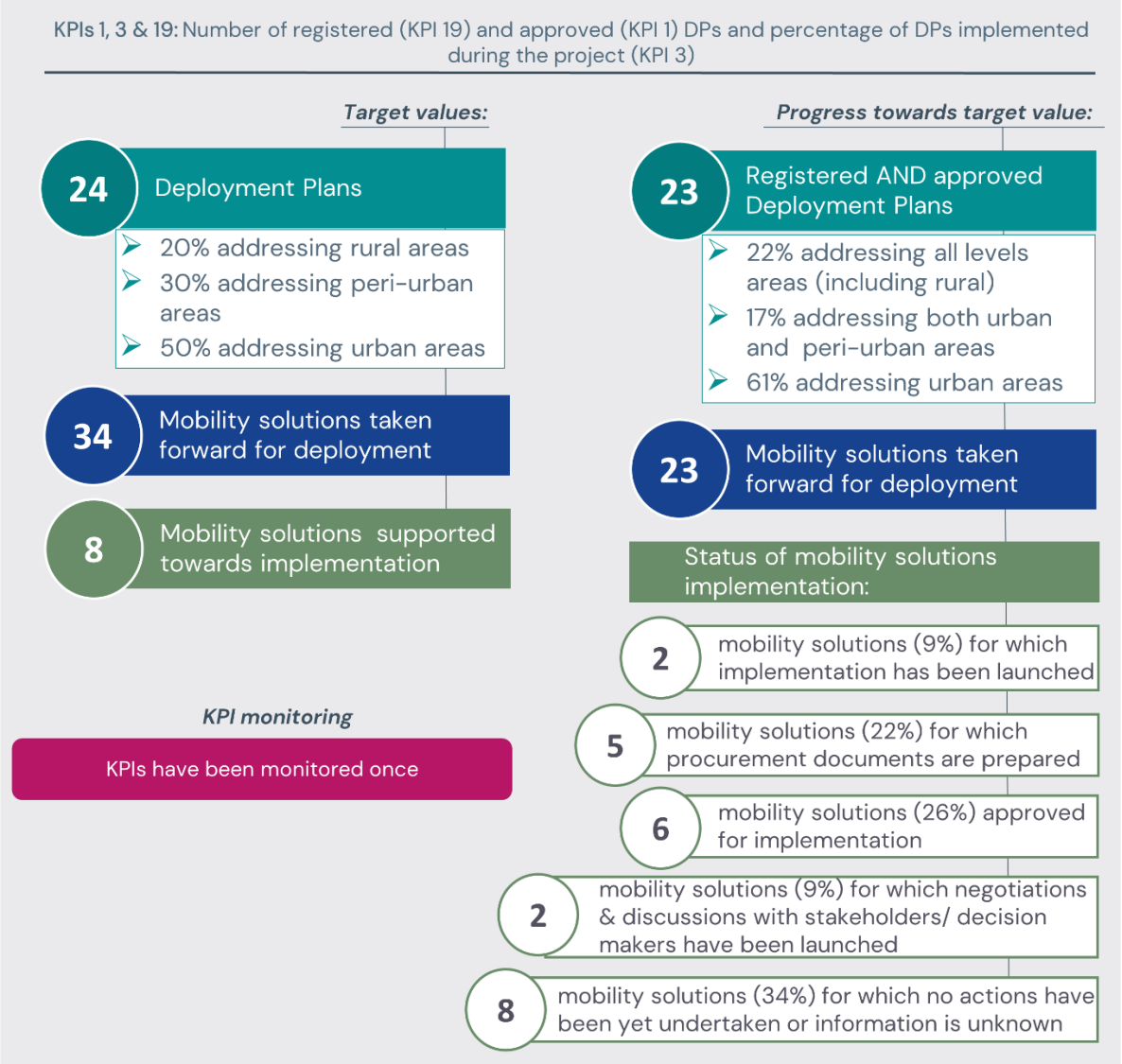


Figure 25 Number of registered and approved DPs and status of DP implementation

The target value of 34 mobility solutions taken forward for deployment (Figure 25), assumed that some cities would have delivered more than one Deployment Plan. Although, at an early stage of the project indeed some cities discussed over two mobility solutions, eventually placing the focus on one mobility solution was considered more content- and time-wise by the city representatives (reminding the reader that the LAs were engaged on a voluntary basis in the project).

It should be noted that the overall aim of FastTrack capacity building strategy was the support of the cities towards the implementation of innovative mobility solutions. This was, further to the Learning and Exchange activities, facilitated through FastTrack Activity Fund, by which in total 10 mobility solutions were further, and on-demand, supported. The implementation, though, of the solutions, was not realistic to be concluded by the time this report was produced (nor even by the end of the project in the following 3 months), as the DPs have been delivered only 5-6 months before the project's closure. Some more mature cities were able to launch implementation, i.e., through the launch of the procurement process and some are under preparation of the procurement documents. The majority, though, indicated that they still need more time.

Figure 26 presents the *number of new data sources included in the Deployment Plans*. The analysis is extended so that the KPI also includes new methodologies for data integration/ management defined within the DPs. The number of cities that have already launched data collection for their DP is also mentioned, although this does not necessarily mean that data collection is linked to new data or new methodologies.

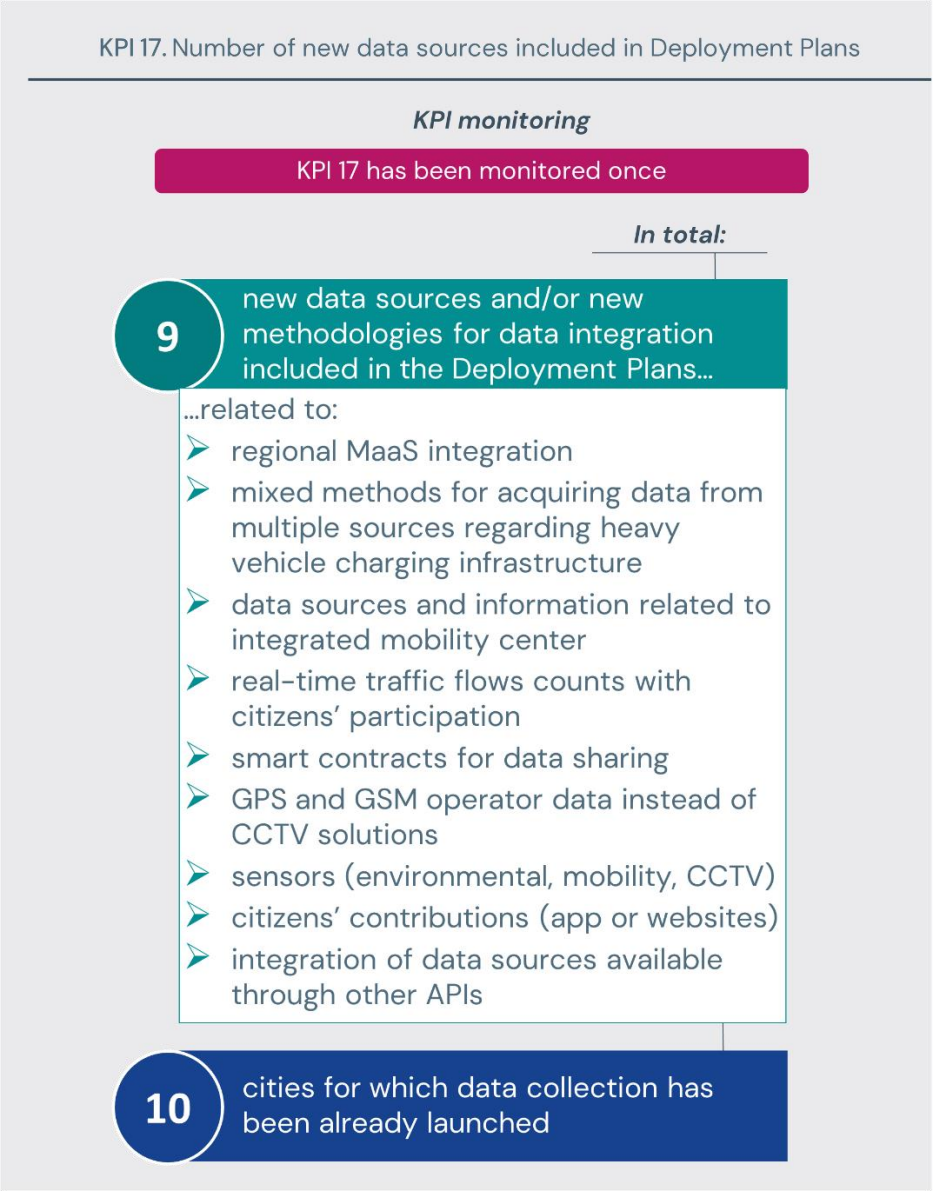


Figure 26 Number of new data sources included in the Deployment Plans

KPI 17 list (Figure 26) indicates some common new approaches to data collection and integration inspired by FastTrack, related to citizen's contribution, methods/ contracts for data sharing from multiple sources and integration of data for mobility centres/ platforms. At the same time, data collection that has been launched in 10 cities indicatively relates to:

- data collected from passenger counters on public transport vehicles
- surveys to citizens and public transport users, i.e., passengers' willingness to use new services, citizens' perceptions regarding bike sharing systems

- data from traffic counters, multi-lane and multi-object detection devices, Bluetooth devices and environmental sensors
- data from public transport operation
- map data, data on street use, including inventories of parking spaces
- data from SUMP implementation

The following figures **(Figure 27, Figure 28)** present the KPIs related to the city's capacity and knowledge for identifying, selecting and implementing innovative mobility solutions, data gathering/ management/ analysis and business/ operating plans as these perceived by the city representatives.

KPIs that refer to "before" and "after" capacity/ knowledge are monitored at the beginning of the project, through the Needs Assessment Survey (baseline value) and towards the end of the project, through ID4. Assessment is done with a use of a 5-point Likert scale (1 = Poor capacity/ knowledge, 2 = Low capacity/ knowledge, 3 = Medium capacity/ knowledge, 4 = High capacity/ knowledge, 5 = Very high capacity/ knowledge) and the movement of the cities on this scale (transformation) is reported through the number of replies assigned in each score and the average score of "before" and "after". For comparison purposes, the data is cleaned so that the same cities are represented in the "before" and "after" data (i.e., cities that have replied to NAS but have not replied to ID4 are excluded from this KPI).

A common characteristic for all the indicators that deal with the measurement of increased capacity/skills has to do with the fact that achievements at an organizational level are not directly observed by the evaluator (nor could it be observed, given the time and resources constraints), rather than they are evidenced through perceptions of the people working in the city administration. Not having the same people participating in the "before" and "after" investigations (which was observed in FastTrack evaluation framework for 15 out of the 23 cities) might reduce trust in the comparisons, although it was assumed that both the Needs Assessment Survey and the Innovation Diaries were jointly completed by all the representatives of each city administration who have participated in the project.

Figure 27 presents the *before and after knowledge of the cities to identify innovative mobility solutions*.

Figure 28 bundles together KPIs 8 and 13. KPI 13 is split into *KPI 13a Before and after capacity of cities to select innovative mobility solutions* and *KPI 13b Before and after capacity of cities to implement innovative mobility solutions.*

KPI 8 presents the *capacity of the cities to finalize the implementation of the innovative solutions after the end of the project*. Monitor of this KPI is done once, through ID4 replies, the number of replies assigned in each score and their average score.

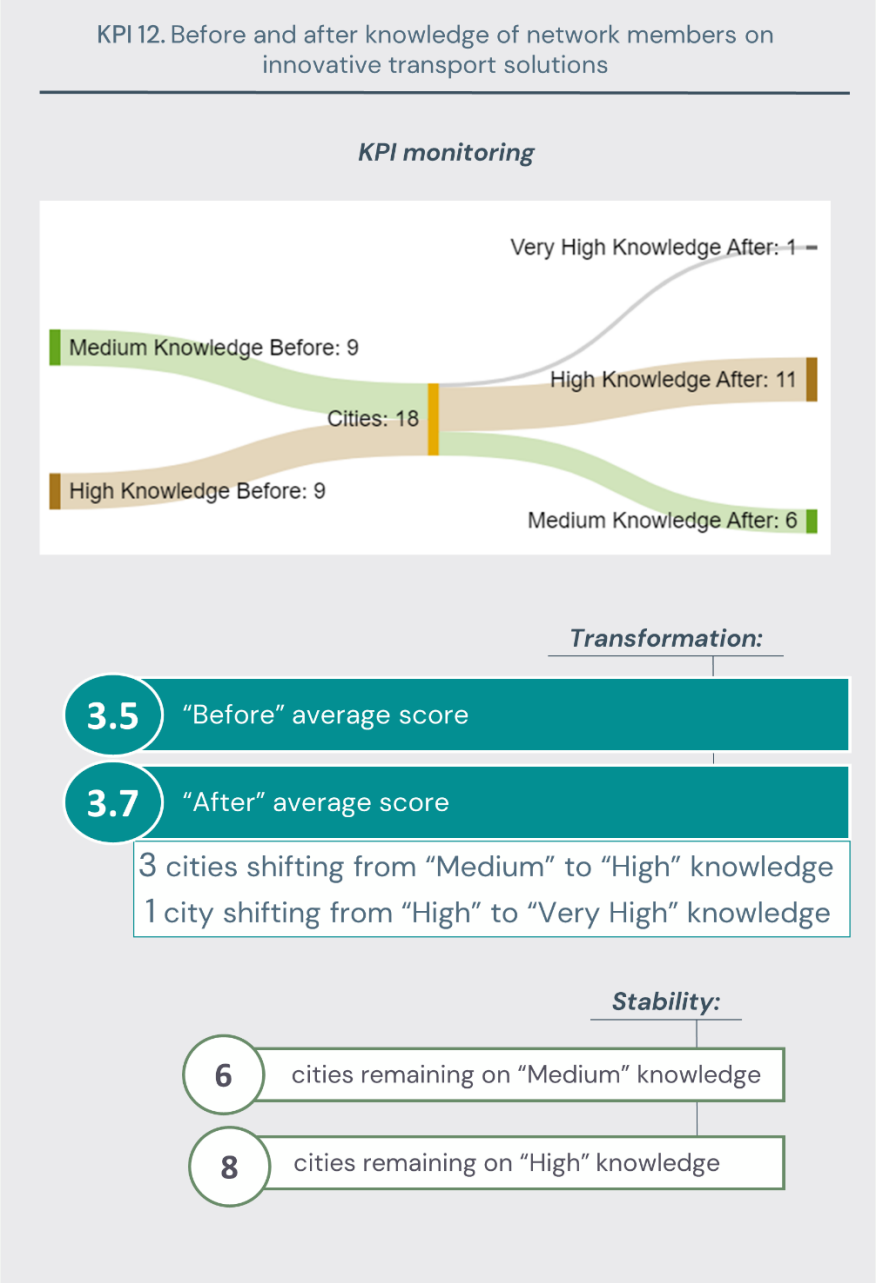


Figure 27 Cities before and after knowledge on innovative transport solutions

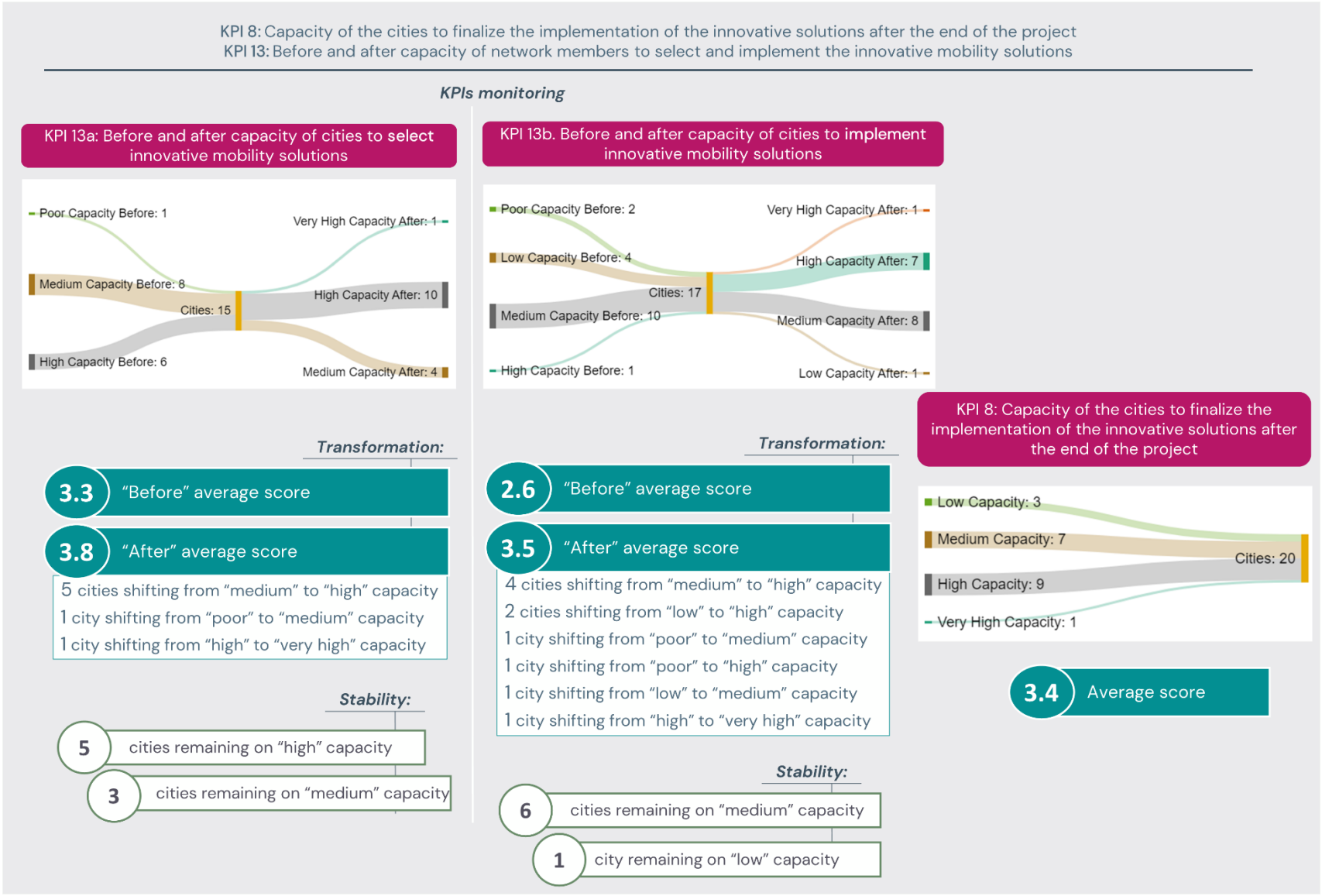


Figure 28 Cities capacity in selecting and implementing innovative mobility solutions

As can be seen from Figure 27 and Figure 28, cities transformation is visible for the identification selection and implementation of innovative mobility solutions, although a bigger need (and better performance of FastTrack programme) was evident as far as the implementation is concerned. Given the reactions from the cities, this is probably linked to the Deployment Plans, which provided a solid reference for the cities to think about specific issues/ challenges concerning their innovative mobility solutions and investigate (within or outside FastTrack) of ways to address these challenges. Confidence for finalization of the innovative solutions after the end of FastTrack seems to be rather high for many cities (45%), although a significant percentage of the cities (35%) has assigned an average score.

The *before and after knowledge of network members on investment and/ or business/ operating plans and data management* are presented in Figure 29 and Figure 30 respectively.

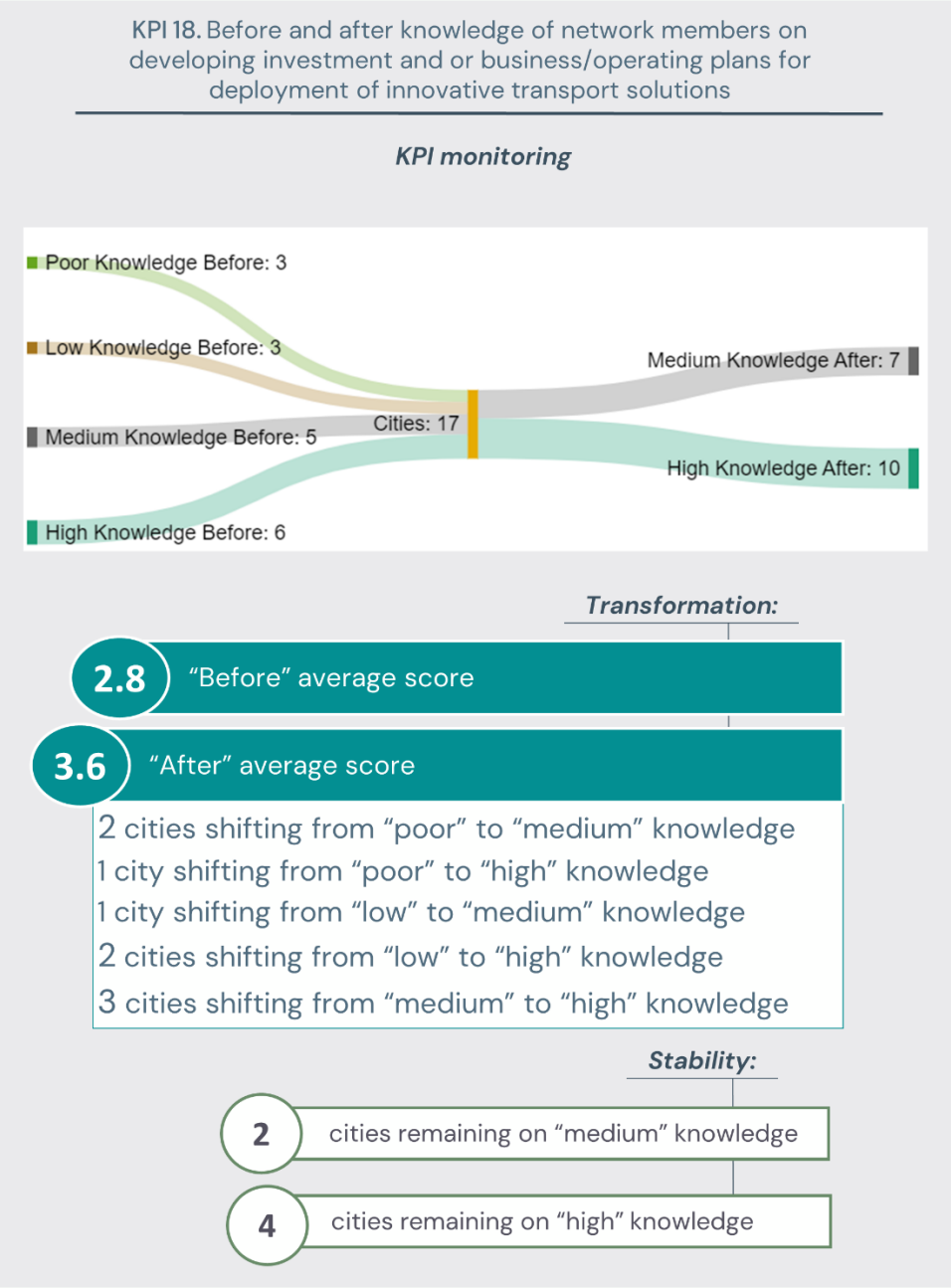


Figure 29 Before and after knowledge of network members on developing investment and/or business operating plans for deployment of innovative transport solutions

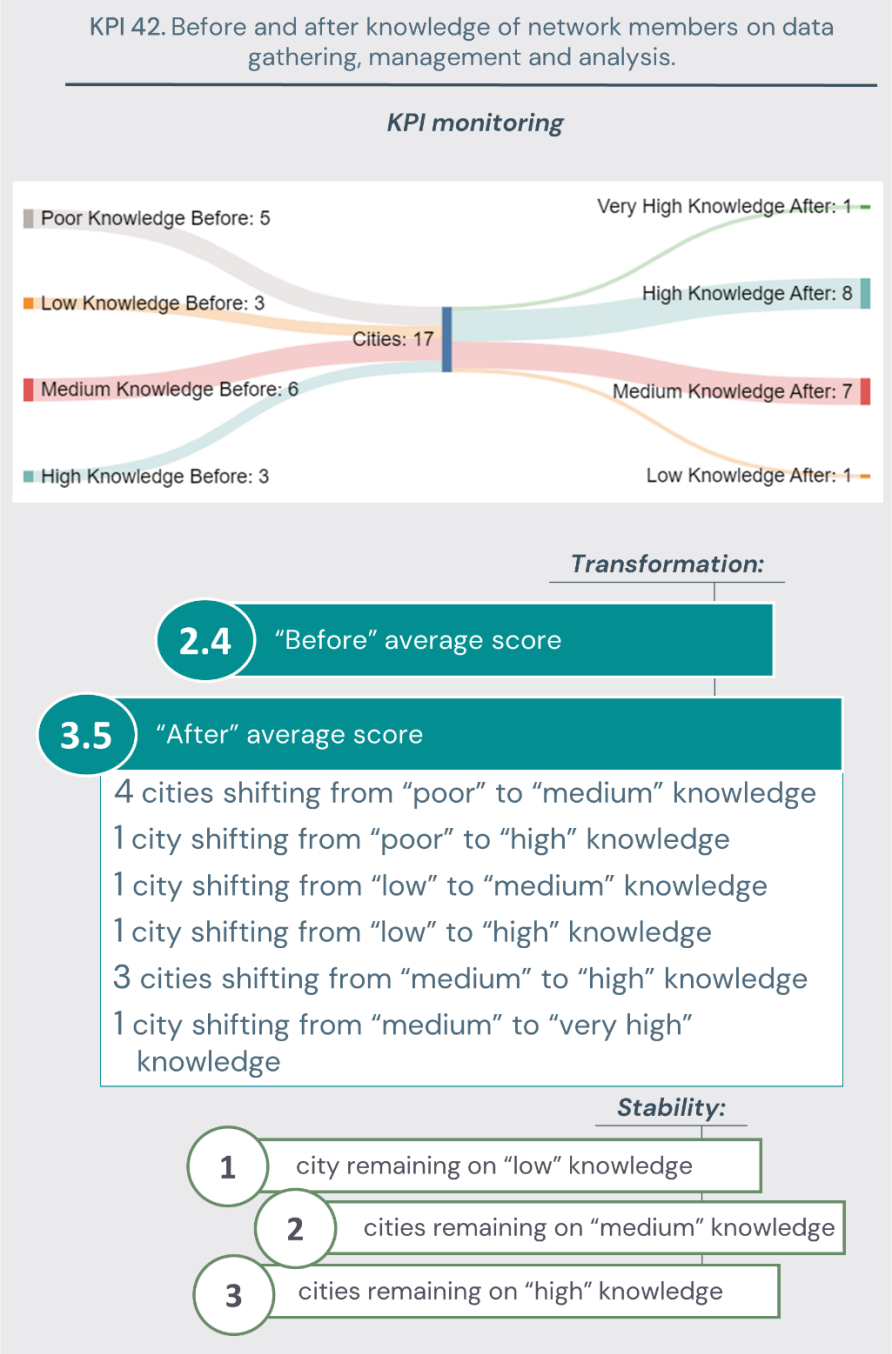


Figure 30 Before and after knowledge of network members on data gathering, management and analysis

A significant increase in the cities' knowledge regarding both the development of investment and/ or business operating plans and data management is evident from Figure 29 and Figure 30 indicating a good performance of FastTrack skills stream events on that matter.

Although not included in FastTrack KPI list, the *before and after knowledge of network members on governance on territorial planning and stakeholders'/ citizens' engagement* is also presented in **Figure 31 and Figure 32** respectively. Information around observed changes in the cities' governance model and improved stakeholders'/ citizens' engagement activities is also provided.

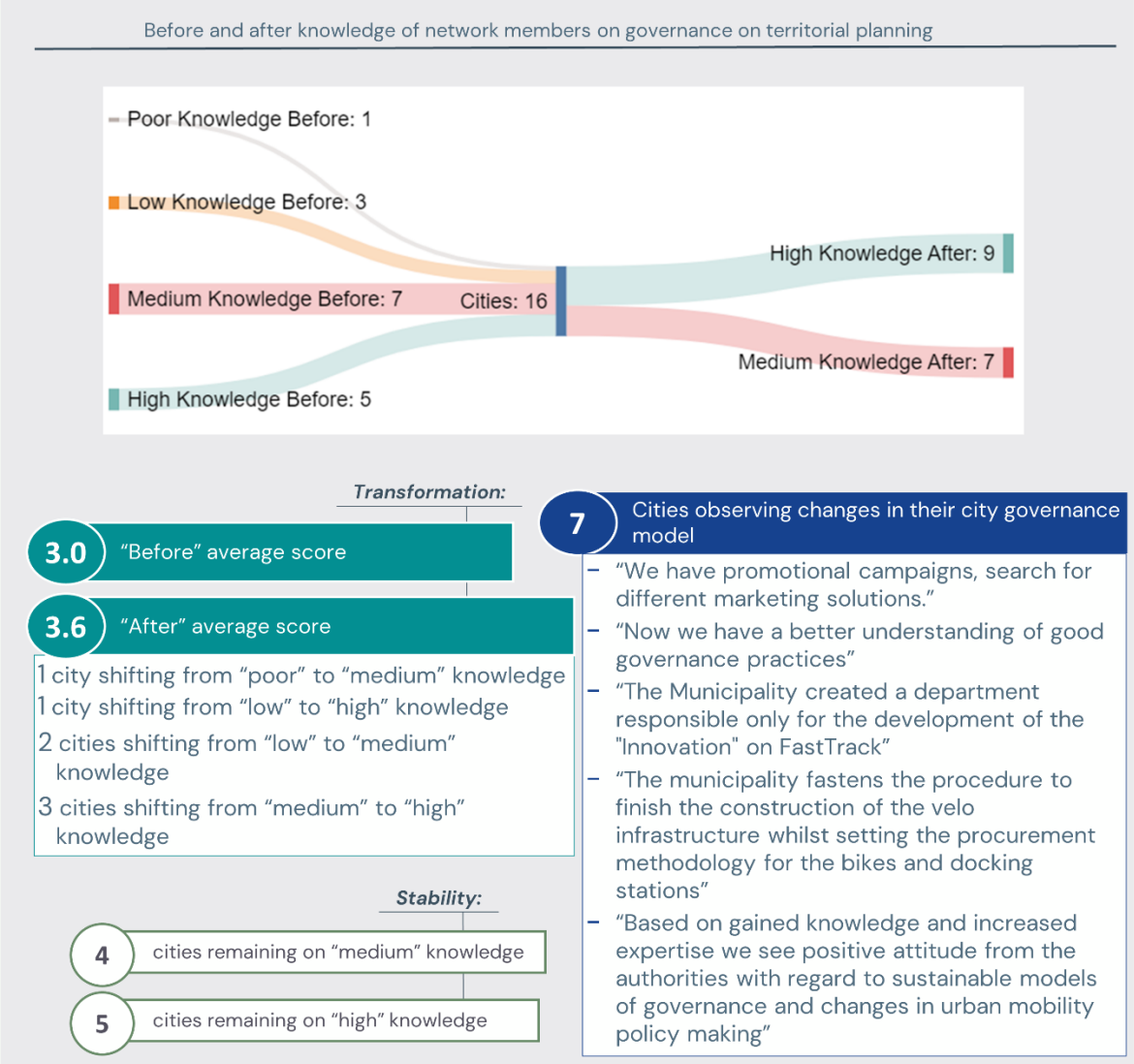


Figure 31 Before and after knowledge of network members on governance on territorial planning and observed changes in city's governance model

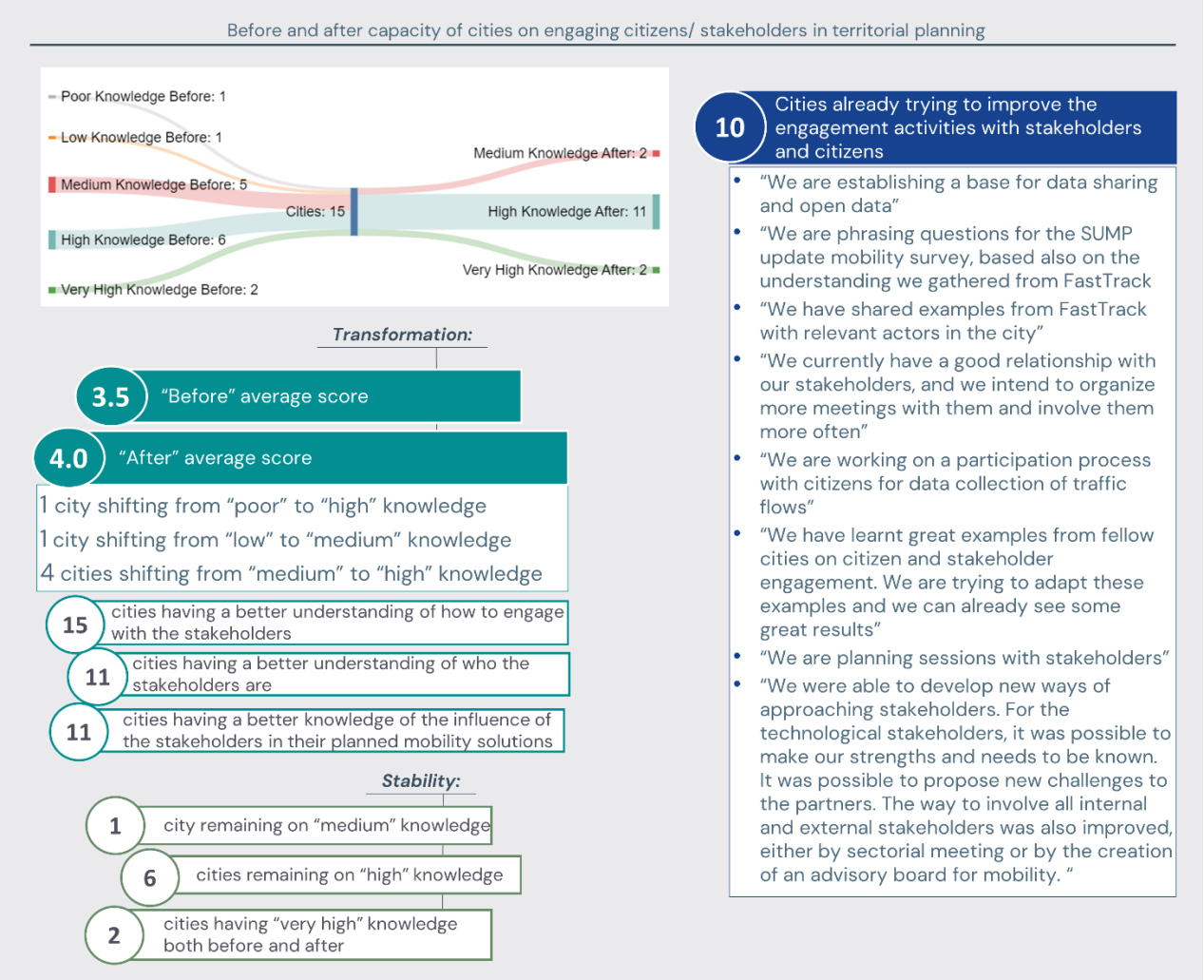


Figure 32 Before and after knowledge of network members on citizens'/ stakeholders' engagement

A positive transformation is perceived by the cities' representatives for both the knowledge on governance in territorial planning and the capacities in citizens'/ stakeholders' engagement, although, better in-house skills are reported as far as citizens'/ stakeholders' engagement is concerned (greater "before" and "after" average scores). Seven (7) cities have also observed changes in their city governance towards more sustainable models, while 10 cities have already somehow improved their engagement activities, by sharing or adopting FastTrack examples. A better understanding of who the stakeholders are, how they influence the planned mobility solutions and how to engage them, was reported by the majority of the cities replying to ID4.

Additionally, ID4 included some questions on whether the cities have reached, due to the participation in FastTrack, greater:

- internal collaboration in their organization
- collaboration with other public authorities in their Functional Urban Area
- collaboration with external partners experts.

The number of cities that replied "yes", "no" or "no need, as good collaboration already existed" is seen in Figure 33.

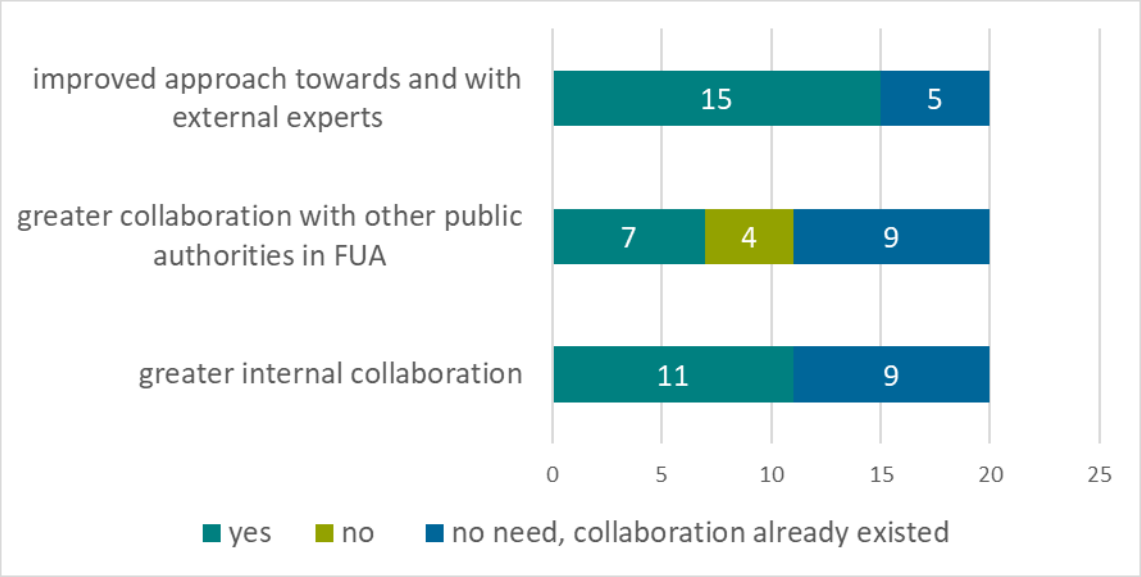


Figure 33 Improved collaborations due to FastTrack

The greater improvements due to FastTrack are seen in the collaborations with external experts. Existing collaborations are better established internally and with other public authorities in the FUA, although FastTrack seemed to have helped more the improvement of the internal ones.

Regarding the *cities connection with Smart Cities Marketplace* (KPI 28), there is one city, not connected with SCM before its engagement to FastTrack, actively participating in the activities of SCM during FastTrack (Figure 34). Nonetheless, there are still no records on innovations brought in SCM Action Cluster on Sustainable Mobility (KPI 30). Seven (7) cities were already actively connected with SCM before their involvement in FastTrack.

As far as connections with CIVITAS and EIT are concerned, 1 and 2 new connections were established, respectively, thanks to FastTrack (Figure 34). One (1) city also brough its mobility solution explored within FastTrack as a pilot case in EIT calls.

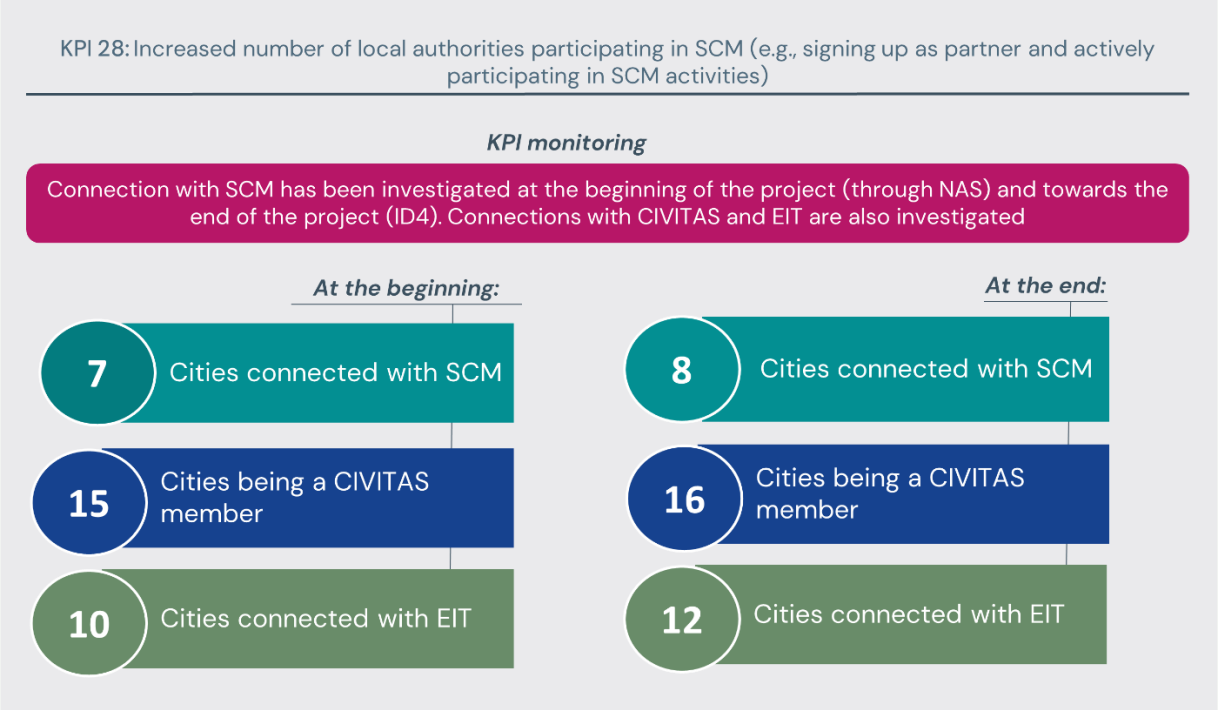


Figure 34 Connections with SCC, CIVITAS and EIT

Finally, a very interesting result comes from the investigation on whether the cities have developed new proposals/ projects (i.e., EU or national) based on the knowledge (and networking) gained through FastTrack. There are **15** such new proposal/ projects recorded from **9** cities through ID4 and already **7** of these proposals/ projects have received funding. Cities' statements on how FastTrack contributed to the success are provided below:

- "We are looking for solutions similar to what we have seen within Fasttrack, because they are proven to be working."
- "Discussions with other FastTrack affiliates encouraged our city to plan a pilot. Cities' experiences were valuable when planning the pilot. We gained 1-year fund for a small-scale pilot."
- "Ideas and discussions of mobility hubs with different cities gave ideas and courage to support an application for Horizon funding."
- "The example of Stockholm autonomous buses in Sweden, will be for our metropolitan area to offer more flexible and frequent bus services in suburban areas where public transport options are limited. Autonomous buses can help reduce traffic congestion in suburban areas by providing an easier modal connection with the rest of important lines that connects to the city centre. We think that this solution of 10-15 min drive from neighbourhoods to the most closer terminal line that connects to the city it will encourage people to use public transport in detrimental of personal vehicles. This is a proposal of ours for implementation in the future."
- "Continuous cooperation with some of the same partners, high synergies with FastTrack regarding new knowledge on MaaS, how to structure a Deployment Plan led to better understanding of all the factors necessary in implementing an innovative solution in a Horizon funded project."

- "FastTrack helped us to better understand of all the factors necessary in implementing an innovative solution and this has brought forward for a Horizon funded project dealing with innovative Green Urban Logistics Solutions."
- "FastTrack project helped me mature my ideas and create focal points."
- "Choosing an innovative mobility solution for FastTrack deployment plans also helped us to concretize our needs. But we need funding or a pilot to verify this need / availability."
- "Accessibility, road safety and public space transitions have always been my main subject, so my side efforts have been continuing in this field. I'm happy that also in FastTrack, I've had conversations that directly influenced or was influenced from my pursuit of these subjects."
- "We were able to structure our organization to build this type of data integration into a system that could inform and empower us on data-driven mobility management models."
- "FastTrack provided the theoretical base for innovation included in the project."

3.4 Achievements of higher-level objectives - impact

This section presents those KPIs that follow the achievements of high-level objectives, connected with changes in the organization structure and community benefits offered through the innovative mobility solutions per se. These KPIs are[14]:

- KPI 20. Movement of cities through the spectrum of 'starters' to 'sharers' and 'sharers' to 'leaders'.
- KPI 39. Percentage of greenhouse gas emission reductions resulting from implementation of mobility solutions
- KPI 43. Percentage of modal shift towards more energy efficient modes that the innovative solutions replication will bring to each FastTrack city-region
- KPI 44. Percentage of modal shift towards safer modes that the innovative solutions replication will bring to each FastTrack city-region (where data is collected through deployment plans)
- KPI 45. Percentage of modal shift towards more active modes of transport that the innovative solutions replication will bring to each FastTrack city-region

The *movement of the cities over the spectrum of starters, sharers and leaders*[15], as far as the city's overall capacity (in an international/ European context) with regards to the innovative solution selected within FastTrack is concerned, is presented in Figure 35. Again, for comparison purposes, the data are cleaned so that the same cities are represented in the "before" and "after" data. Additionally, as some cities changed their focus in the mobility solution brought to FastTrack, an additional "cleaning" of the database was made in order for the "before" and "after" situation to refer to the same mobility solution. In total, 14 comparisons were made.

[14] Numbering of the KPIs is done according to the list of KPIs presented in Annex 1 of D4.1 FastTrack Innovation and Knowledge Strategy
[15] Definitions are provided in the Glossary.

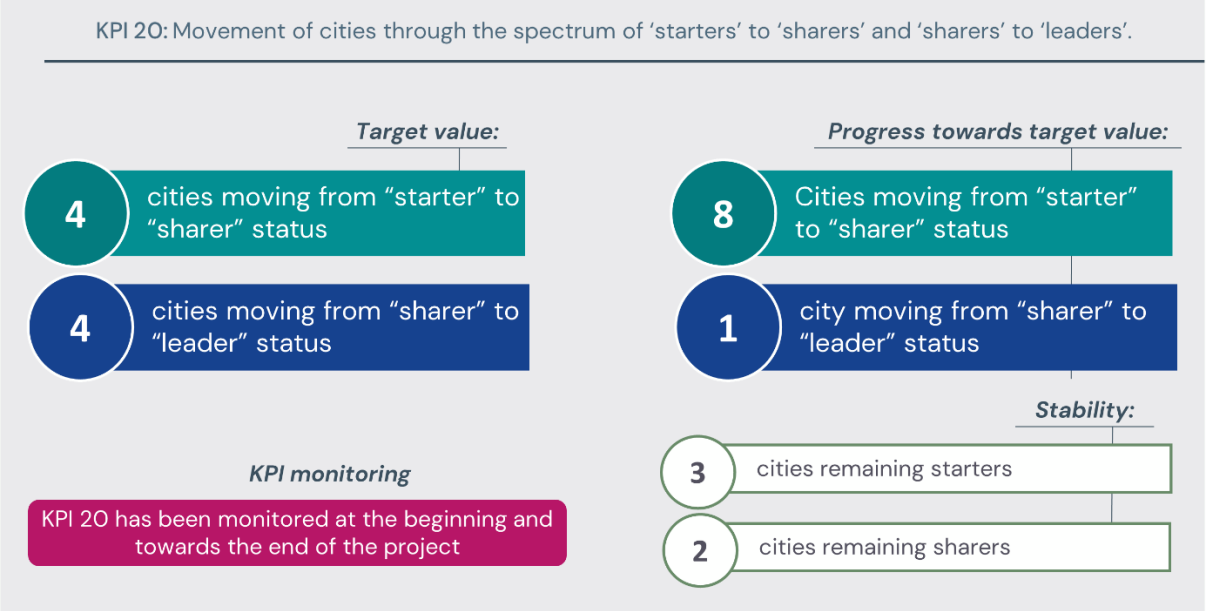


Figure 35 Movement of cities through the spectrum of starters, sharers, and leaders

As can be seen from Figure 35, several cities have self-evaluated an increased overall capacity, from starters to sharers, with regards to the innovative solution selected within FastTrack. Moving, though, at the position of a leader was more challenging, as only one city was self-evaluated as leader, this happening towards the end of the project.

As far the KPIs related to *reduction of greenhouse gas emissions and modal shift* is concerned, there are currently no quantitative data for KPI estimation. Cities have indicated that it is very soon to have relevant methodologies and data in hand. Nonetheless, some indicated the direct connection of their innovative mobility solution to the objectives and target values of their SUMP.

Moreover, the mobility solutions are custom-made and so diverse to each other, so that, for example, a generic expert analysis on their impacts is not possible to be conducted. An analysis of the number of the innovative mobility solutions that envision positive impacts as far as modal shift and environmental targets is concerned, is presented in Figure 36. As can be seen, all cities have a greenhouse gas emission reduction goal and the majority of the cities has the goal of modal shift toward more energy efficient modes (i.e., electric vehicles, bicycles, walking, public transport when the shift is done from private cars), often linked with the cities' SUMP objectives.

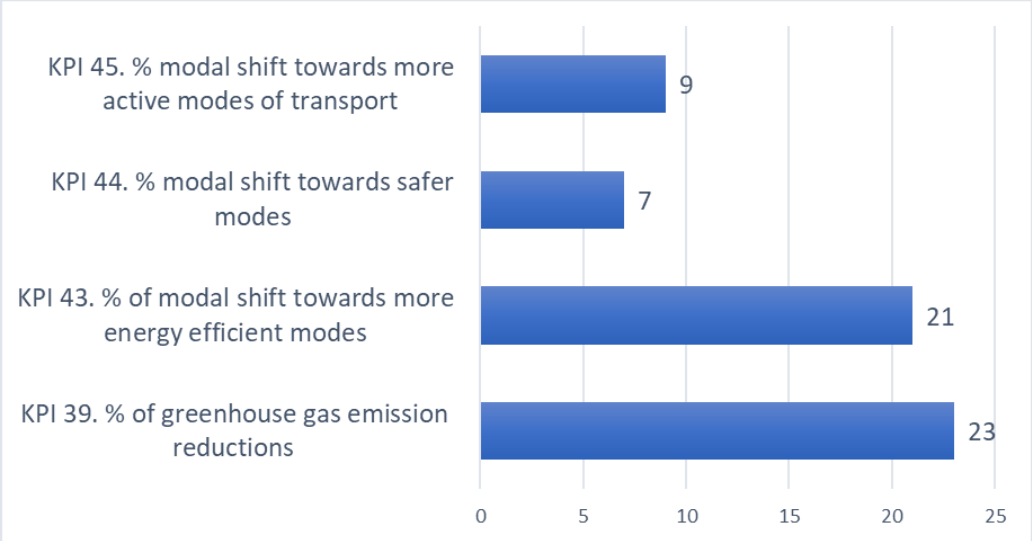


Figure 36 Number of innovative mobility solutions with impacts relevant to KPIs 39, 43, 44 and 45

Despite of absence of quantitative data, cities have expressed the willingness to assess their impact of their innovative mobility solutions in the future using quantitative indicators such as CO2 emissions reduction and modal shift and qualitative indicators such as level of acceptance of the new mobility solutions, urban liveability, etc. Figure 37 presents that number of cities that have referenced each indicator as their impact assessment indicator. The most "popular" indicators are the modal shift (selected by 12 cities), CO2 emissions calculation (selected by 7 cities) and acceptance level (selected by 7 cities). There is still, though, a significant number of cities (9 in total), which are not sure yet on their impact assessment path.

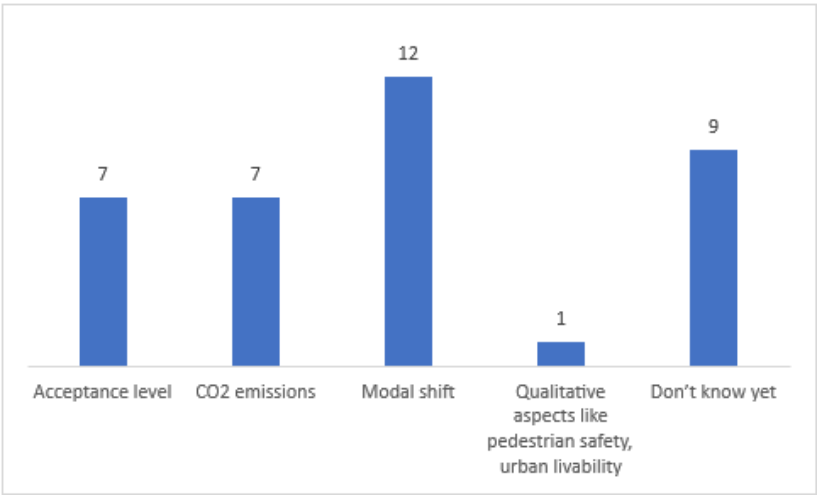


Figure 37 Indicators to be measured by the cities for assessing the impact of their innovative mobility solutions

An indicator is also proposed for the follow-up of the project's higher-level objectives, namely the "recommendations that developed to bridge the gap in the research and innovation performance and the deployment of the innovative mobility solutions across EU Member States" (KPI 49.). This KPIs is not completely monitored at this stage, as it receives direct input from D4.4 "Set of final recommendations 'FastTrack For Success'", which will be delivered at the end of the project (in two months following the release of this report).

Nonetheless, a preliminarily analysis made, indicates the 8 areas seen below – as an alphabet for recommendations, along with 27 preliminary recommendations:

Advocate For Change > A1. Understand different mind sets, A2. Endorse innovation, A3. Nurture ideas coming from new generations.

Build A Strong, Multi-disciplinary Team > B1. Right team and support, B2. “Bridge builder”, B3 Commitment, B4. Accountability, B5. Mix of talents.

Create A Fertile Environment for Innovation > C1. Implement agile approaches, C2. Take stock, C3. Test and validate, C4. Stay focused.

Develop Expertise In Mixing Funding Sources > D1. Navigate the knowledge about the funding sources, D2. Ensure continuous involvement of stakeholders.

Express Your Thoughts Clearly > E1. Communicate, E2. Share knowledge, E3. Listen to all that have a voice.

Focus To Reach The Vision > F1. Develop ideas, F2. Listen needs, F3. Involve communities, F4. Share the progress, F5. Monitor the evolution.

Generate A Platform For Share And Use Of The Data > G1. Facilitate the access to open data, G2. Support Partnerships.

Harvest Political Interest And Support > H1. Early Involvement, H2. Ensure continuous endorsement, H3. Good evidence base.

4 Main findings & conclusions

This section comments on the strengths and weaknesses of the FastTrack Learning and Exchange programme based on the assessment of the KPIs presented in Chapter 3. At the end, some key conclusions are drawn.

4.1

4.2 Strengths and weaknesses of the Engagement Strategy

Table 2 summarizes the strengths and weaknesses of the FastTrack Engagement Strategy. Discussion over groups of KPIs is performed to showcase the "input-to-impact" pathway. In Annex 6 of the current document, a sketch of the most important KPIs is provided, again under the spectrum of FastTrack "input-to-impact" pathway.

Table 2 Strengths and Weaknesses of FastTrack Engagement Strategy

Strengths	Weaknesses
Delivery of FastTrack Learning and Exchange Programme	
The delivery of the Learning and Exchange Programme has progressed as planned. The Programme was flexibly built on a combination of methodologies (webinars, study visits, co-learning workshops, co-creation workshops, peer-review workshops, speed networking) that allowed for each LS objective to be reached. Specific care was given for events that were delivered online, in order to properly adapt to the online format (i.e., shorten duration, foresee enough breaks, use of online co-learning/ design tools such as online whiteboards, etc.)	CBW1 and CBW2 were held online due to the ongoing pandemic. Their online format kept the number and duration of each activity more limited (in relation to the CBWs held physically) to avoid online participation fatigue. Nonetheless, there were still a few comments from the participants regarding the amount of input offered and the lack of room for exchange that would allow a more proper "digest" of the information received.
Included in the core activities, matching and exchange events between cities and mobility innovation suppliers took place, as well as a learning event that coached cities in participatory forms of planning and implementation (Figure 10). The matching and exchange events had a great added value to relationship building between cities and providers, which eventually, and also through the support of FastTrack Activity Fund, led to concrete	

Strengths	Weaknesses
contracts that supported the cities towards the development and implementation of their Deployment Plans (Figure 15).	
FastTrack enabled an intense discussion around the learning needs of the cities, especially at the beginning of the Learning and Exchange Programme and allowed for many of them to be properly addressed (Figure 14). In more qualitative terms, the majority of cities' representatives indicated that FastTrack covered to a high or very high level their needs/ questions around the deployment of their innovative mobility solution.	
Participation & active engagement	
23 cities were eventually engaged in FastTrack Learning and Exchange programme. A re-shuffling and re-definition of the clusters was necessary to be performed due to the entrance of new cities in the project until the end of the 1st year, but FastTrack allowed for flexibility and eventually an adequate balance of composition of the cities within the clusters (Figure 12). Special attention was placed on adjusting the exchange of experience process according to the cities composition withing the clusters: clusters with the majority of the cities being more advanced had more examples/ good practices to share, and a moderation was put in place that enabled all voices to be heard. On the other hand, clusters with cities that are mostly lagging behind or are "in between" required more external interventions to ensure a wide coverage of the topics brought forward.	FastTrack initially reached out to 24 cities. Due to changes in their policy priorities, some cities could not remain engaged in the project. By the beginning of the project's 2nd year, other cities were recruited, reaching eventually 23 cities. Given the voluntary involvement of the LAs in the project, this phenomenon was somehow anticipated, nonetheless it caused some "disturbances" in the cluster formulation, as well as lost synchronous learning for the cities that did not join FastTrack activities from the beginning. At the same time, although FastTrack cluster approach provided a structured way to discuss similar topics, the interest of the participants to have more interactions with other clusters was high, especially during CBW3. Following on this demand, CBW4 and CBW5 offered a "shuffled group" approach that enabled cities to gain some perspective outside their clusters.
In total, more than 600 people were somehow involved in FastTrack, either as city representatives or invited speakers, suppliers and local actors (Figure 13). Cities	A second structured round of contacts with innovative mobility suppliers would perhaps be highly appreciated by the cities, as the "speed datings" were offered online during

Strengths	Weaknesses
representatives, were, of course, present in each Learning Sequencies, as the main beneficiaries of FastTrack. The involvement of the rest groups of engaged people followed the objectives of each LS: suppliers were represented in LS1, where relevant matchmaking events were organized in the form of "speed dating" and during LS4 the cities prepared their deployment plans, therefore members of the cities' stakeholders' groups were involved in this process.	CBW1 and some cities indicated that some questions for the suppliers were eventually left unanswered.
FastTrack strongly encouraged an integrated approach to solving challenges and addressing needs around the planning and implementation of innovative mobility solutions. A transdisciplinary and interdisciplinary approach, involving actors from sectors other than the mobility & logistics sector, was possible, as experts from various fields of expertise were invited in the project and cities received feedback from local actors outside the mobility sector for their Deployment Plans (Figure 23).	Absolute numbers of people outside the mobility sector who were involved in FastTrack are quite impressive. Looking, though, at the targets per city level, not all cities manage to reach them. As a city representative indicated, "it is difficult to involve colleagues and stakeholders in EU projects", therefore such a "mood" should be always considered.
The capacity building activities provided a stage for people representing various local contexts and working backgrounds, to come together and exchange their knowledge and expertise over common challenges and needs. This was highly appreciated by all participating cities.	Although FastTrack paid particular attention to the format of the online sessions during CBWs 1 and 2, interactions between the cities were by default more limited and the full benefits of the face-to-face exchange were not reached. Online fatigue of the participants, which led to reduced attention, was also something to be considered, although it is eventually difficult to detect and monitor.
Synergies & networking	
One of the key characteristics of FastTrack Learning and Exchange programme was its extroversion: gaining knowledge and experience from other EU projects/ initiatives and networks and sharing its insights to a wider EU community. To this end, FastTrack established links with several EU projects and	Despite the synergies established through the project, there are no records on innovations brought in SCM Action Cluster on Sustainable Mobility (outcome measured by KPI 30). Given, though, that some pilot initiatives were established for FastTrack Innovations through EIT and Horizon calls, it

Strengths	Weaknesses
networks and Smart Cities Marketplace (SCM) (Figure 21). Along, FastTrack also aimed at inspiring the LAs to act as ambassadors of their innovation to their wider (local) network. By the time this report was compiled, some cities have already undertaken this role and commitment from other cities is also high for the future (Figure 22). As a result of the added value of connecting with EU networks/ initiatives that was communicated through FastTrack activities, some cities connected with SMC and EIT and became CIVITAS members (Figure 34). Going one step further to the above, one city also brought its mobility solution explored within FastTrack as a pilot case in EIT calls, while several new proposals/ projects were brought forward from many cities for receiving funding at national or EU level. Some of these new proposals have already received funding.	seems that the KPI might have been too specific (and limiting) from the beginning.
Deployment Plans	
An important discussion for innovative solutions has initiated through FastTrack, bringing forward more than 120 mobility solutions as an inspiration (Figure 16). This led to an increase of knowledge of network members on innovative mobility solutions (Figure 27) and increased capacities in the selection of mobility solutions that address the city's needs (Figure 28). Eventually 23 solutions were identified from the cities/ regions as those explored within FastTrack (Figure 25) and 23 Deployment Plans were registered and approved. The process of DP development was highly appreciated by the cities, as it allowed for a structured definition of the challenges related	The target value of 34 mobility solutions taken forward for deployment (Figure 25), has not been reached, although, at an early stage of the project indeed some cities discussed over two mobility solutions. Eventually placing the focus on one mobility solution was considered more content- and timewise by the city representatives. The voluntary basis of LAs engagement in the project might have been another reason behind this choice. Most of the solutions selected by the cities, concerns merely the urban content (Figure 25). This was somehow anticipated, as the majority of the LAs and ACs undertake their mobility planning in a municipal/ city level. A better representation of cities or regions that function in a wider area would be

Strengths	Weaknesses
to and actions that need to be undertaken for the implementation of innovative mobility solution. Accompanied by dedicated workshops on acceleration factors, the DPs also allowed for the cities to reflect upon the condition under which an innovation can be considered as "shovel-ready" for implementation.	recommended for future similar activities, although the luxury of selection is not always possible when engaging on a voluntary basis.
The FastTrack Learning and Exchange programme offered a great opportunity for identifying and addressing specific challenges related to the implementation of innovative mobility solutions. Several challenges were discussed and addressed during LS2 and, as the programme progressed towards the development of the deployment plans, eventually more than 50 barriers were linked to the innovative mobility solutions explored within FastTrack (Figure 17). Most of these barriers had a local identity (Figure 18), while FastTrack enable the majority of the barriers that were eventually included in the Deployment Plans, to be solved or partially solved. Eventually, a significant increase of network members' capacity for overcoming identified barriers and implementing innovative mobility solutions is recorded. Several cities have also indicated a very high or high capacity for finalizing the implementation of their innovative mobility solution after the end of the project (Figure 28). By the time this report was compiled, two cities have already launched the implementation of their mobility solutions and another five were under preparation for implementation (i.e., preparing procurement documents) (Figure 25).	The overall aim of FastTrack capacity building strategy was the support of the cities towards the implementation of innovative mobility solutions. This was, further to the Learning and Exchange activities, facilitated through FastTrack Activity Fund, by which in total 10 mobility solutions were, on-demand, supported. The implementation, though, of the solutions, was not realistic to be concluded by the end of the project, as the DPs have been delivered only 5-6 months before the project's closure. Some more mature cities were able to launch implementation, i.e., through the launch of the procurement process and some are under preparation of the procurement documents. The majority, though, indicated that they still need more time.
Horizontal Skills supporting the Deployment Plans	
The discussion over data seemed of high importance for many cities and LS2 had a	The project has set a rather ambitious target of 48 new data sources discussed in Skills

Strengths	Weaknesses
specific focus on mobility data integration and management. Several new data sources were discussed during LS1 and LS2 (Figure 19) and several cities have already shared open data with their fellow cities during the project or are willing to do so after the project's closure (Figure 20). As a result, several network members indicated an increase of knowledge on data gathering, management and analysis (Figure 30). Eventually, several new data sources and/or new methodologies for data integration were included in the Deployment Plans and some cities have already launched their data collection (Figure 26).	Streams meetings, that hasn't been reached, probably due to the fact that data was not a key element in all mobility solutions brought forward by the cities.
Funding (lack of funding) was a key common challenge for the many cities. LS3 allowed for a targeted learning approach in relation to funding mechanisms and business models. A significant increase in the knowledge of network members on developing investment and/or business/ operating plans for the deployment of innovative transport solutions is reported (Figure 29).	
FastTrack Skill Streams events allowed for governance issues to be discussed and related good practices to be shared. Several FastTrack network members reported an increase of their capacity regarding governance on territorial planning (Figure 31). Some cities have already observed changes in their city governance model.	
Social innovation and the ecosystemic approach to engage all actors was placed at the focus of FastTrack learning and exchange programme during CBW4.	

Strengths	Weaknesses
Although many cities have indicated that they had already high or very high capacities in citizens' and stakeholders' engagement (Figure 32), an improvement is recorded for some cities. As a result of FastTrack support on better understanding of who the stakeholders are, how to engage them and what is their influence in the planned mobility solutions, several cities are already trying to improve their local engagement activities.	
Relevant to the above, improvements due to the knowledge gained through FastTrack were also seen as far as the approach towards and with external experts, the collaboration with other public authorities of the FUA and internal collaboration are concerned (Figure 33). The greater improvements are seen in the collaborations with external expert, as it seemed that existing collaborations are better established internally and with other public authorities in the FUA.	
FastTrack Activity Fund	
An adequate number of private/ commercial bodies is connected to the project through FastTrack pool of suppliers. The mechanism of FastTrack Activity Fund (on demand matching of the LAs needs for their innovative mobility solutions with advice/ services provided by the FastTrack suppliers) has proved to be of great added – value for the cities as it led to contracts signed for supporting the cities innovative mobility solutions that were brought into FastTrack (Figure 15). Some of these contracts also included targeted support/ guidance regarding participatory forms of solution planning and implementation.	FastTrack Activity Fund was distributed through 14 contracts, nonetheless, only involving 9 LAs (5 LAs applied in both calls, due to absence of other applications). As ACs were not eligible for this fund, in total 10 cities were not motivated enough to apply for and eventually benefit from the fund. It should also be noted that only one synergy has been established, as a pre-procurement dialogue, between a city and local stakeholders not belonging to FastTrack pool of suppliers. Perhaps cities should have been more motivated to explore options outside FastTrack pool of suppliers.

Strengths	Weaknesses
Exchange Hub	
The Exchange Hub platform was offered as an online tool to further support mutual learning and exchange. The Exchange Hub has been launched in June 2021 as the main online interface between the partners and the LAs, offering learning content to watch and read. Of most value for the cities, were videos and materials from the CBWs and the contacts with the pool of suppliers.	Unfortunately, there are no statistics from the Exchange Hub that would allow for its use to be evaluated (i.e., number of downloads, number of hits, etc.). At the end of LS2, though, almost half of the cities were not motivated enough to use the Exchange Hub. Cities' representatives that have used it indicated that also a chat room, where one could be able to chat just like in the meetings or the matchups with the suppliers, would perhaps work even better for them.
Movement through the spectrum "starters – sharers – leaders' and overall satisfaction	
A positive movement of several cities is observed in the "global" spectrum of 'starters', 'sharers' and 'leaders' (Figure 35).	Most of the cities indicated a movement from 'starter' to 'sharer' and only one city moved from 'sharer' to 'leader'. Moving at the position of a leader was more challenging and probably requires more learning and transformation efforts from the city administration and its individuals. At the same time, a limited number of cities stated that they remained 'starters', thus implying that they do not yet feel ready to move through the spectrum despite receiving FastTrack support on that matter.
Overall satisfaction with FastTrack exchange activities is high for almost all engaged cities (Figure 24). The same applies as far as the usefulness of the knowledge received from FastTrack and the quality of structure of FastTrack learning are concerned.	

4.3 Conclusions

According to results of the evaluation procedure and the analysis of the relevant KPIs it becomes clear that the FastTrack Project achieved its ambitious objectives.

During the previous two years and despite the difficulties generated by the pandemic limitations in the initial phase (non-physical meetings and trainings, electronic study visits etc), more than **600** people attended more than **100** capacity building activities implemented during 5 Learning Sequences (LS). During these activities, the project facilitated rapid, responsive, and targeted learning on the following four main focus areas:

- Sustainable and clean urban logistics
- Cycling in the urban and functional urban area
- Integrated multimodal mobility solutions
- Traffic and demand management

23 main innovative transport solutions have been studied / developed in order to be quickly deployed in urban, peri-urban and rural areas. According to the participants, FastTrack succeeded to cover most of their needs for the proper design and implementation of these solutions which proves the success of the learning objective of the project.

The previous mentioned needs are mostly referring to the implementation and not the selection of the innovative solutions. Additionally, capacity related to issues such as how to find funding and how to create a proper business plan for ensuring the successful implementation and operation of the innovations, was also built during the project. This knowledge ensured the successful transition “from the idea to the real deployment” objective of the project.

Supporting the “from the idea to the real deployment” objective, the Deployment Plan template and process for completing it was highly appreciated by the cities, as it allowed for a structured definition of the challenges related to and actions that need to be undertaken for the implementation of innovative mobility solution. Accompanied by dedicated workshops on acceleration factors, the Deployment Plans also allowed for the cities to reflect upon the condition under which an innovation can be considered as “shovel-ready” for implementation.

An additional tool that was used for ensuring the successful implementation of the innovative solutions, is the establishment of a close cooperation between the private/commercial companies and the public authorities. This cooperation was served through the synergies created and the contracts signed between the LAs and FastTrack pool of suppliers. Through the strong engagement of the multi-level public stakeholders and the private bodies, the relevant objective of the project was also successfully covered.

The engagement of the different stakeholders has not only been limited to the transport but to multiple other sectors. They all together co-planned and co-implemented the mobility solutions, building the transition towards the new sustainable mobility planning.

The 23 Local Affiliates upgraded their knowledge and skills and most of them can be considered as leaders and sharers in urban, peri-urban and rural mobility innovation who will contribute towards smart and sustainable transport research. This new European pool of leaders in innovative mobility has been already linked with existing relevant initiatives of

different programs (Horizon or other similar) building a community which will remain active even after the end of the project lifetime.

The main challenge for the project after the end of its lifetime, will be to keep alive the synergies and the interest of the FastTrack ecosystem (Local Affiliates, Ambassador Cities, Technical and Research Partners, Private/Commercial Companies) in order to achieve the real implementation and operation of their innovations but also to work together for co-design and co-plan additional measures that the cities intent to introduce for strengthening their sustainable urban mobility transport.

ANNEXES

Annex 1: Event Form template

FastTrack Learning Programme EVENT FORM	
Section 1: Event Information	
Learning Block (1-5)	
Type of event (cluster-based or all)	
	Cluster Name:
Learning Activity	
Event Name	
Event Date	
Start Time	
End Time	
Event Organiser	
Technical Support Partner	
Second Technical Support Partner	
Section 2: Event Attendances	
Total Number of partner participants	
Total Number of participants from Local Affiliates	
Number of stakeholders participants per category	Number per category: 1. Private / commercial bodies: 2. Public bodies: 3. Other guests (please define):
	Other guests:
Section 3: Event Process	
Learning Material Distributed / Used *(video, manual, report, presentations etc.)*	
Technical problems during the event	
How do you evaluate the easiness to handle all the (online) facilitation tools? (high, medium, low)	
Organizational problems before/ during the event (i.e. non registrations, delays in attendance)	
Section 4: Content and evaluation of learning	
Were there needs regarding the horizontal skill streams that came up during the event? If yes, please specify them below.	
Did you event meaningfully involve other EU projects and networks (e.g. other CIVITAS projects), such as in a speaking, coaching or other advisory role, or making substantial use of their materials? If so, please state which project(s) and how.	
To what extent were the learning needs of the LAs addressed by the event? (high, medium, low)	
Please feel free to comment here your reply to question 4.3 above	
How do you evaluate the level of participation in your event (in terms of participants actively engaging in the process)? (high, medium, low)	
Suggestions for futher improvement	
Please share any suggestions you might for further improvement of similar events in the future (i.e. as far as methods, tools, etc. is concerned)	

Annex 2: Innovation Diary 1

CIVITAS
Sustainable and smart mobility for all

2030

Fast Track Innovation and Knowledge Strategy

Innovation Diary 1 template

Deliverable No.:	4.1
Project Acronym:	FastTrack
Full Title: Fostering the Acceleration of Sustainable Transport to Regions and Authorities through Capacity and Knowledge	
Grant Agreement No.:	101006853
Full Title:	
Grant Agreement No.:	
Work Package No.:	4
Work Package Title: Innovation Performance	
Responsible Author(s):	
Responsible Co-Author(s):	
Date:	
Status:	Final
Dissemination level:	Public

The FastTrack project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 101006853.

Dear Ambassador cities and Local Affiliates,

Thank you for making use of the Innovation Diary 1 form. The information provided herein will help us better understand how FastTrack learning activities are progressing for you and identify further learning needs you might have.

The Innovation Diary 1 covers FastTrack Learning activities of the so called "Learning Sequence 1", initiating in September 2021 and finalized in November 2021 with the end of the 1st Capacity Building Week. This Innovation Diary is the first one out of five, meaning that a similar survey will follow the end of each of the five Learning Sequences planned within FastTrack.

The aim of the learning activities of this period is for you to get to know your communities and start building up expertise on innovation in the mobility field of your choice. At this learning stage, it is envisaged that you learn about FastTrack provisions (within and outside their cluster of preference) and co-define (together with FastTrack partners) your missions and goals as far as innovative mobility solutions deployment is concerned. A first glance at possible solutions to be adopted by or inspire you is offered and specific (learning) topics to be further up taken during the next Learning Sequence will emerge and be consolidated. Particular emphasis is placed on meeting the suppliers.

You are kindly requested to fill in the Innovation Diary 1 until ***December 2, 2021****.*

Should you have any questions or difficulties in filling in this form, please use the embedded contact form.

Data protection:

The data shared by you through this form will be used for monitoring the progress of the learning activities of FastTrack and it may be quoted anonymously in publicly available online reports. Personal data may be shared with FastTrack partners, all of whom are contractually bound to abide to EU data protection law. Personal data will be held for a maximum of 2 years after the end of project, after which time it will be destroyed. Under no circumstances will any data submitted to this form be given to third partners.

☐ ***Please tick to confirm that you understand and agree with the above.***

Personal information

Your email:

Your full name:

The city you are representing:

The organization/ department you are working for:

Focus of your work: (engineering; transport planning; urban planning; architecture; public administration; business administration; law; other (please define):

MAIN CHALLENGES AND EXPECTATIONS IDENTIFIED/ DISCUSSED DURING THIS LEARNING PERIOD

1. In general, to what level FastTrack learning activities of this period allowed you to express your city's challenges and needs, as far as the deployment of innovative sustainable mobility solutions is concerned (low to high)?

	1	*2*	*3*	*4*	*5*	
Low	☐	☐	☐	☐	☐	*High*

2. Which innovative idea would you like to develop towards implementation in the framework of FastTrack?

_____

3. Why do you need this innovation/ solution? What is/are the policy target(s) you want to address through this innovation (i.e., tackle congestion, reduce CO2 emissions, reduce noise, achieve social inclusion, increase safety, etc.)?

_____

4. What is/are your city challenge(s) discussed in Fast Track activities of this period and related to the implementation of the above innovative idea/solution?

*Please briefly describe the challenges (**obstacles and barriers** already discussed during FastTrack activities of this period) that may hinder the rapid implementation of the innovative solution(s) you have identified for your city. These could be for example: lack of funding/ political acceptance/ clear motivation/ knowledge or skills, unclear responsibilities/ legal framework, poor evidence base).*

For each challenge you are kindly asked to also indicate:

- *whether it refers to a local, national or European content,*
- *whether it was addressed by the learning activities of this period (yes/no)*

Learning Sequence 1	Challenges		
	Description of challenge	Level of reference of the challenge (local, national, European)	Challenge addressed through FastTrack learning activities of this period (Yes/No/ Partially)

5. What do you want to learn from FastTrack in order to overcome the abovementioned challenges (part of them or all)?

Please briefly describe your learning expectations/ needs from FastTrack in order to overcome the abovementioned identified challenges. Please also indicate whether the learning expectation/ need was addressed by FastTrack learning activities of this period or not.

	Expectations/ needs	
Learning Sequence 1	Description of learning need	Need addressed through FastTrack learning activities of this period (Yes/No/Partially)

6. Are there any other challenges and expectations that you weren't able to bring forward for discussion? If yes, please indicate them below.

_____

INNOVATION OFFERED BY SUPPLIERS/CITIES

7. Please identify and briefly describe at least one specific innovation/ solution that you **have found particularly interesting** during the FastTrack activities of this period.

For each innovation, you are also kindly asked to:

- *indicate the factors that you find necessary for the **rapid** implementation of the innovation (i.e., mix of funding sources, new business models, digitalization/ data management, citizens' engagement, etc.). With a Yes or No next to each factor, please give an estimate on whether the factor is also present in your city.*
- *indicate whether any of the challenges described in question 1.4 were brought forward during the discussion/ presentation of each offered innovation. If yes, please indicate these challenge (s), using the numbering (1,2, 3 or 4) of the table in question 1.4 above.*
- *indicate the spatial reference (urban, peri-urban, rural) that the identified solution could have for your case.*
- *classify your city's overall capacity (in an international European context) with regards to this solution? Do you consider your city being a Starter/ Sharer or Leader (Starter city = city facing a rapid transition curve, ready to interact and learn from the challenges and proven experience of Sharers and Leaders; Sharer city = "capacity conscious" city who can share knowledge, but also have learning needs; Leader city = a relative leader, but still with room to benefit from further advise and enhancement)?*

Learning Sequence 1	Description of innovation	Factors for implementation (also placing yes/no next to each factor for indicating whether the factor is present in your city or not)	Challenge(s) brought forward through the discussion/ presentation of the offered innovation (please use the numbering 1-4 of the table of question 1.4)	Spatial reference of the innovation (urban, peri-urban, rural)	How do you classify your current overall capacity with regards to this innovation? (Starter/ Sharer/ Leader)

KNOWLEDGE SHARING AND NEW SYNERGIES

8. How do you perceive your city's knowledge on developing business/ operating plans for deployment of innovative transport solutions?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

9. How do you perceive your city's knowledge on data gathering, management and analysis?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

10. How do you perceive your city's knowledge on governance in territorial planning?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

11. How do you perceive your city's capacity on engaging citizens/ stakeholders in territorial planning?

	1	2	3	4	5	
Poor	☐	☐	☐	☐	☐	*Very High*

12. How do you perceive your city's overall capacity on selecting innovative mobility solutions?

	1	2	3	4	5	
Poor	☐	☐	☐	☐	☐	*Very High*

13. How do you perceive your city's overall capacity on implementing innovative mobility solutions?

	1	2	3	4	5	
Poor	☐	☐	☐	☐	☐	*Very High*

14. Where there any new, for you, data sources (i.e., mobility survey data, real time traffic data, floating car data, etc.) discussed during FastTrack activities of this period that triggered your interest in relation to the innovations identified above?

☐ *Yes*
☐ *No*

If your answer is "Yes", please briefly specify them: _____

15. Do you see the opportunity for greater collaboration with a private or public organization you were in touch with during this period?

☐ *Yes*
☐ *No*

If yes, **with how many?**

16. Do you now see the opportunity for greater internal collaboration in your local government?

☐ *Yes*
☐ *No*
☐ *No need, collaboration already exists*

17. How many links with other EU project and networks that can help you deploy innovations have you established due to FastTrack activities of this period?

(If none, please add zero)

_____

18. If you did establish links with other EU project and networks, were there any interesting ideas/ solutions/ innovations shared with them that inspire you for your needs? If yes, please briefly describe them below.

_____

19. Is your city currently actively connected with the Partnership on Smart Cities and Communities (EIP-SCC) initiative (i.e., signing up as partner or actively participating)?

☐ *Yes*
☐ *No*

If yes, what is the type of this connection?

☐ *My city is signed up as partner*
☐ *My city actively participates in EIP-SCC activities*
☐ *Other (please define):_____*

20. Is your city currently actively connected with the European Institute of Innovation and Technology (EIT) initiative (i.e., signing up as partner or actively participating)?

☐ *Yes*
☐ *No*

If yes, what is the type of this connection?

☐ *My city is signed up as partner*
☐ *My city actively participates in EIT activities*
☐ *Other (please define):_____*

21. Cities have the possibility to apply to FastTrack for finance for springboard studies (collecting evidence or conducting analysis as a basis for firm deployment plan priorities). Would you like to apply to a share of the activity fund?

For more information about FastTrack Fund, you may click here to download FastTrack Deliverable "Set-up Responsive Support Structure".

☐ *Yes*
☐ *No*
☐ *Not decided yet*

If your answer is "Yes", please briefly indicate the purpose for doing so:

_____

LEARNING EXPECTATIONS FROM THE NEXT FASTTRACK ACTIVITIES

The next learning activities will further uptake the exchange of knowledge/ solutions-Good Practices, with the final aim each city to select and prioritize innovation/ strategies / technologies they need in an informed way. Particular focus will be placed on meeting the "implementers" (peers, city officials, policy makers).

22. What do you expect from FastTrack during its upcoming learning events?

Please describe your learning expectations and, for each expectation, please specify possible learning items and choose a format (i.e., co-learning workshop, co-creating workshop, webinar, in-person training, work shadowing, e-courses etc.) through which you would like to see these items delivered. For more information on the learning methods offered by FastTrack you can click here to download FastTrack Capacity Building Handbook.

	Description of the expectation	Possible learning items	Preferred format
Learning Sequence 1			

23. Please describe any (self-learning) action that will be undertaken by your and/or your city administration until the next Capacity Building Week and will further help you in the rapid deployment of the innovative solution you have chosen in FastTrack.

These actions can include self-learning activities (i.e., participation in webinars/ workshops/ courses, reading, etc.) or a variety exchange of experience actions (i.e., work shadowing, peer reviews, discussions with experts/ other authorities etc.), but they can also refer to preparatory actions for the drafting of your deployment plan (i.e., getting in contact with other departments of your organization or suppliers).

For each action please indicate:

- *its expected deadline*
- *the person or department who will be in charge of it*
- *the expected outcome*

Action to be undertaken until the next Capacity Building Week (description)	Deadline	Person or department in charge of the action	Expected outcome

Final reflections

This space is for you to add any personal reflections you might like to share with FastTrack study team or note down to remind yourself of your state of thinking at this stage in the project.

Annex 2: Innovation Diary 2

CIVITAS
Sustainable and smart mobility for all

2030

Knowledge Strategy

Innovation Diary 2 template

Deliverable No.:	4.1
Project Acronym:	FastTrack
Full Title: Fostering the Acceleration of Sustainable Transport to Regions and Authorities through Capacity and Knowledge	
Grant Agreement No.:	101006853
Full Title:	
Grant Agreement No.:	
Work Package No.:	4
Work Package Title: Innovation Performance	
Responsible Author(s):	
Responsible Co-Author(s):	
Date:	
Status:	Final
Dissemination level:	Public

The FastTrack project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 101006853.

Dear Ambassador cities and Local Affiliates,

Thank you for making use of the Innovation Diary 2 form. The information provided herein will help us better understand how FastTrack learning activities are progressing for you and identify further learning needs you might have.

The Innovation Diary 2 covers FastTrack Learning activities of the so called "Learning Sequence 2", initiating in December 2021 and finalized in March 2022 with the end of the 2nd Capacity Building Week. This Innovation Diary is the second one out of five, meaning that similar surveys will follow the end of each of the five Learning Sequences planned within FastTrack.

The aim of the learning activities of this period is to further uptake the exchange of best practices, with the final aim to select and prioritize innovation/ strategies / technologies you need in an informed way. **Particular focus will be placed on the importance of data in mobility planning, as well as (innovative) data collection methods, data management and processing.**

*You are kindly requested to fill in the Innovation Diary 2 until **April 22, 2022**.*

Should you have any questions or difficulties in filling in this form, please use the embedded contact form.

Data protection:

The data shared by you through this form will be used for monitoring the progress of the learning activities of FastTrack and it may be quoted anonymously in publicly available online reports. Personal data may be shared with FastTrack partners, all of whom are contractually bound to abide to EU data protection law. Personal data will be held for a maximum of 2 years after the end of project, after which time it will be destroyed. Under no circumstances will any data submitted to this form be given to third partners.

☐ ***Please tick to confirm that you understand and agree with the above.***

Personal information

Your email:

Your full name:

The city you are representing:

The organization/ department you are working for:

Focus of your work: (engineering; transport planning; urban planning; architecture; public administration; business administration; law; other (please define):

MAIN CHALLENGES AND EXPECTATIONS IDENTIFIED/ DISCUSSED DURING THIS LEARNING PERIOD

1. In general, to what level FastTrack learning activities of this period allowed you to express your city's challenges and needs, as far as the deployment of innovative sustainable mobility solutions is concerned (low to high)?

	1	*2*	*3*	*4*	*5*	
Low	☐	☐	☐	☐	☐	*High*

2. Which is the innovative idea(s) that you will include in your FastTrack Deployment Plan?

What is the spatial reference of this innovation for you?

How would you classify your current overall capacity with regards to this innovation (do you consider your city a Starter, Sharer or a Leader?

Starter city = city facing a rapid transition curve, ready to interact and learn from the challenges and proven experience of Sharers and Leaders; Sharer city = "capacity conscious" city who can share knowledge, but also have learning needs; Leader city = a relative leader, but still with room to benefit from further advise and enhancement

Learning Sequence 2	**Innovation deployed in FastTrack**			
	No.	Short description of your innovative idea	Spatial reference of your innovative idea ***Please** choose one number from 1 to 7**, where**:* *1= urban* *2= peri-urban* *3= rural* *4= all levels* *5 = urban & peri-urban* *6= urban & rural* *7 = peri-urban & rural*	How do you classify your current overall capacity with regards to this innovation? *(Starter/ Sharer/ Leader)*
	1			
	2			

3. What is/are your city challenge(s) discussed in Fast Track activities of this period and related to the implementation of the above innovative idea/solution?

*Please briefly describe the challenges (**obstacles and barriers** already discussed during FastTrack activities of this period) that may hinder the rapid implementation of the innovative solution(s) you have identified for your city. These could be for example: lack of funding/ political acceptance/ clear motivation/ knowledge or skills, unclear responsibilities/ legal framework, poor evidence base).*

For each challenge you are kindly asked to also indicate:

- *the innovative idea(s) of yours (brought forward for FastTrack) to which the challenge is related*
- *whether the challenge refers to a local, national or European content or combination of them*
- *whether it was addressed by the learning activities of this period*

Learning Sequence 2	Challenges				
	No.	Description of challenge	Link to your innovative idea(s) that are brought forward in FastTrack *(Please use 1 or 2 according to your reply in question 1.2 above)*	Level of reference of the challenge *Please choose one number from 1 to 7, where:* *1= local* *2= national* *3= European* *4= all levels* *5 = local & national* *6= local & European* *7 = national & European*	Challenge addressed through FastTrack learning activities of this period *(yes/no/ partially)*
	1				
	2				
	3				
	4				

4. For the challenges above that were NOT ADDRESSED or were PARTIALLY ADDRESSED, please indicate what you would like to further learn from FastTrack in order to overcome them.

Learning Sequence 2	Expectations/ needs	
	Description of learning need	Link to the challenge identified above *(Please use 1, 2, 3, or 4 according to the numbering of challenges in question 1.3)*

INNOVATION/ SOLUTIONS OFFERED BY SUPPLIERS/CITIES

5. Please identify and briefly describe any specific innovation/ solutions shared by other cities or suppliers during the FastTrack activities of this period that address your needs in relation to the innovative idea(s) you are bringing forward for FastTrack.

For each innovation, you are also kindly asked to indicate:

- *the innovative idea(s) of yours (brought forward in FastTrack) to which the innovation relates to*
- *which is the specific learning need(s) of yours that was addressed through the innovation (if more than one, please separate by ";")*
- *the spatial reference (urban, peri-urban, rural, all levels or combination of levels) that the identified solution could have for your*

	Description of innovation	Link to your innovative idea(s) that are brought forward in FastTrack (1 or 2)	Learning need addressed by the innovation offered by other cities or suppliers	Spatial reference of the innovation *Please choose one number from 1 to 7, where:* *1= urban* *2= peri-urban* *3= rural* *4= all levels* *5 = urban & peri-urban* *6= urban & rural* *7 = peri-urban & rural*
Learning Sequence 2				

KNOWLEDGE SHARING AND NEW SYNERGIES

6. How do you perceive your city's knowledge on developing business/ operating plans for deployment of innovative transport solutions? *If you have already filled in the Innovation Diary 1, please ignore this question.*

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

7. How do you perceive your city's capacity on engaging citizens/ stakeholders in territorial planning? *If you have already filled in the Innovation Diary 1, please ignore this question.*

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

8. How do you perceive your city's overall capacity on selecting innovative mobility solutions? *If you have already filled in the Innovation Diary 1, please ignore this question.*

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

9. How do you perceive your city's overall capacity on implementing innovative mobility solutions? *If you have already filled in the Innovation Diary 1, please ignore this question.*

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

10. Based on your previous interactions in FastTrack, did you observe/ change/ influence the governance model in your city/ region?

☐ *Yes*
☐ *No*

If your answer is "Yes", please briefly explain how: _____

11. Based on your previous interactions in FastTrack, did you try to improve the engagement activities with stakeholders and citizens?

☐ *Yes*
☐ *No*

If your answer is "Yes", please briefly explain how: _____

12. Where there any new, for you, data sources (i.e., mobility survey data, real time traffic data, floating car data, etc.) discussed during FastTrack activities of this period that triggered your interest in relation to the innovations you want to deploy within FastTrack?

☐ *Yes*
☐ *No*

If your answer is "Yes", please provide the following information:

Learning Sequence 2	New data sources of interest			
	No.	Short description of the new data	Potential for including this new data source into your FastTrack Deployment Plan *(high; medium; low)*	Please define any further learning assistance you would like to receive from FastTrack for this new data source
	1			
	2			
	3			
	4			

13. How do you perceive now your city's knowledge on data gathering, management and analysis?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

14. How do you perceive now your city's knowledge on governance in territorial planning?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

15. Have you made any new collaborations with a private or public organization you were in touch with during this period?

☐ *Yes*
☐ *No*

If yes, please provide the information below, for the category of collaboration which is applicable for your case

	New collaborations		
Learning Sequence 2	*Type of collaboration*	*Short description*	*Type of documents signed for assigning responsibilities and work between the different parties:* ○ *Letter of Support (LoS)* ○ *Memorandum of Understanding (MoU)* ○ *Contract* ○ *other (please define)* ○ *no document signed*
	Research collaboration (i.e. participation in Horizon Europe projects)		
	Direct market engagement		
	Contract proposition		
	Pre-procurement dialogue		
	Other		

16. Do you now see the opportunity for greater internal collaboration in your local government?

☐ *Yes*
☐ *No*
☐ *No need, collaboration already exists*

17. Did you establish links with other EU projects and networks that can help you deploy innovations due to FastTrack activities of this period?

☐ *Yes*
☐ *No*

If yes, please shortly indicate the EU project and/ or network with which the link is established and how this link will help you with the deployment of your innovative ideas.

_____

18. Is your city currently actively connected with the Partnership on Smart Cities and Communities (EIP-SCC) initiative (i.e., signing up as partner or actively participating)? *If you have already filled in the Innovation Diary 1, please ignore this question.*

☐ *Yes*
☐ *No*

If yes, what is the type of this connection?

☐ *My city is signed up as partner*
☐ *My city actively participates in EIP-SCC activities*
☐ *Other (please define):_____*

19. Is your city currently actively connected with the European Institute of Innovation and Technology (EIT) initiative (i.e., signing up as partner or actively participating)? *If you have already filled in the Innovation Diary 1, please ignore this question.*

☐ *Yes*
☐ *No*

If yes, what is the type of this connection?

☐ *My city is signed up as partner*
☐ *My city actively participates in EIT activities*
☐ *Other (please define):_____*

20. Cities have the possibility to apply to FastTrack for finance for springboard studies (collecting evidence or conducting analysis as a basis for firm deployment plan priorities). Would you like to apply to a share of the activity fund?

For more information about FastTrack Fund, you may click here to download FastTrack Deliverable "Set-up Responsive Support Structure".

☐ *Yes*
☐ *No*
☐ *Not decided yet*

If your answer is "Yes", please briefly indicate the purpose for doing so:

_____

LEARNING EXPECTATIONS FROM THE NEXT FASTTRACK ACTIVITIES

The next learning activities will further uptake the exchange of knowledge/ solutions-Good Practices, with the final aim each city to select and prioritize innovation/ strategies / technologies they need in an informed way. **Particular focus will be placed on funding opportunities for innovative mobility solutions.**

21. What do you expect from FastTrack during its upcoming learning events?

Please describe your learning expectations for the upcoming learning events and, for each expectation, please choose a desirable format (i.e., co-learning workshop, co-creating workshop, webinar, in-person training, work shadowing, e-courses etc.). For more information on the learning methods offered by FastTrack you can click here to download FastTrack Capacity Building Handbook.

	Description of the expectation	Preferred format
Learning Sequence 2		

22. What kind of funding / financing/ business models would you like to learn for deploying your FastTrack innovations?

23. Please describe any (self-learning) action that will be undertaken by your and/or your city administration until the next Capacity Building Week and will further help you in the rapid deployment of the innovative solution you have chosen in FastTrack.

These actions can include self-learning activities (i.e., participation in webinars/ workshops/ courses, reading, etc.) or a variety exchange of experience actions (i.e., work shadowing, peer reviews, discussions with experts/ other authorities etc.), but they can also refer to preparatory actions for the drafting of your deployment plan (i.e., getting in contact with other departments of your organization or suppliers).

For each action please indicate:

- *its expected deadline*
- *the person or department who will be in charge of it*
- *the expected outcome*

Action to be undertaken until the next Capacity Building Week (description)	Deadline	Person or department in charge of the action	Expected outcome

Final reflections

24. Have you used the FastTrack Exchange Hub so far?

☐ *Yes*
☐ *No*

If yes, what was the information that you found more useful?

_____

Please provide any recommendations for the improvement of the Exchange Hub.

_____

25. This space is for you to add any personal reflections you might like to share with FastTrack study team or note down to remind yourself of your state of thinking at this stage in the project.

_____

Annex 3: Innovation Diary 3

CIVITAS
Sustainable and smart mobility for all
2030

Fast Track Innovation and Knowledge Strategy

Innovation Diary 3 template

Deliverable No.:	4.1
Project Acronym:	FastTrack
Full Title: Fostering the Acceleration of Sustainable Transport to Regions and Authorities through Capacity and Knowledge	
Grant Agreement No.:	101006853
Full Title:	
Grant Agreement No.:	
Work Package No.:	4
Work Package Title: Innovation Performance	
Responsible Author(s):	
Responsible Co-Author(s):	
Date:	
Status:	Final
Dissemination level:	Public

The FastTrack project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 101006853.

Dear Ambassador cities and Local Affiliates,

Thank you for making use of the Innovation Diary 3 form. The information provided herein will help us better understand how FastTrack learning activities are progressing for you and identify further learning needs you might have.

The Innovation Diary 3 covers FastTrack Learning activities of the so called "Learning Sequence 3", initiating in April 2021 and finalized in June 2022 with the end of the 3rd Capacity Building Week. This Innovation Diary is the third one out of five, meaning that similar surveys will follow the end of each of the five Learning Sequences planned within FastTrack.

The aim of the learning activities of this period is the initiation of the work on the Deployment Plans, as well as onsite peer-learning (site visits during CBW3). Particular focus will be placed on funding opportunities for innovative mobility solutions.

Please spare **10 minutes** of your time to fill in the Innovation Diary 3.

Data protection:

The data shared by you through this form will be used for monitoring the progress of the learning activities of FastTrack and it may be quoted anonymously in publicly available online reports. Personal data may be shared with FastTrack partners, all of whom are contractually bound to abide to EU data protection law. Personal data will be held for a maximum of 2 years after the end of project, after which time it will be destroyed. Under no circumstances will any data submitted to this form be given to third partners.

☐ ***Please tick to confirm that you understand and agree with the above.***

Personal information

Your email:

Your full name:

The city you are representing:

1. To what level did the co-creation workshops during CBW3 covered your challenges/ questions as far as the deployment of your innovative mobility solution is concerned (low to high)?

	1	*2*	*3*	*4*	*5*	
Low	☐	☐	☐	☐	☐	*High*

2. In case there were unanswered questions within your cluster, did you have the chance to express them in order to get help/ feedback afterwards?

(If your answer is 'No', we will contact you soon for more details)

☐ Yes
☐ No

3. How do you perceive your knowledge on funding/ business/ operating plans for deployment of innovative transport solutions, after the end of this CBW?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

4. Do you now see more opportunities for funding of your local innovative mobility solutions?

☐ Yes
☐ No
☐ Don't know

5. How do you perceive your knowledge on technicalities and skills aspects for deployment of innovative transport solutions, after the end of this CBW?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

6. Do you now have more information about the technical specifications and skills needed for your local innovative mobility solutions?

☐ Yes
☐ No
☐ Don't know

7. How do you perceive your knowledge on governance aspects for deployment of innovative transport solutions, after the end of this CBW?

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

8. Do you now have more information about governance issues related to your local innovative mobility solutions?

☐ Yes
☐ No
☐ Don't know

9. Have you reached out to colleagues from your city/ region administration that are occupied outside the mobility sector for sharing FastTrack knowledge with them?

☐ Yes
☐ No

If yes, with how many? _____

10. What target group will you be interested in engaging for your local innovative mobility solutions (multiple choices are available)?

☐ Other public entities
☐ Business sector
☐ Private mobility solutions providers and operators
☐ General public
☐ Other, please mention _____

11. What indicators will be measured in order to assess the impact of your innovative mobility solutions?

☐ CO2 emissions
☐ Modal shift
☐ Acceptance level
☐ Other, please mention _____
☐ Don't know yet

12. Are there any additional requests regarding data gathering, management and analysis that you would like FastTrack to address following CBW3?

(If your answer is "Yes", we will contact you soon for more details)

☐ Yes

☐ No

13. Are there any additional requests regarding governance issues that you would like FastTrack to address following CBW3?

(If your answer is “Yes”, we will contact you soon for more details)

☐ Yes
☐ No

14. This space is for you to add any reflections you might like to share with FastTrack study team

_____

Annex 4: Innovation Diary 4

CIVITAS
Sustainable and smart mobility for all

2030

Fast Track Innovation and Knowledge Strategy

Innovation Diary 4 template – Lessons Learnt

Deliverable No.:	4.1
Project Acronym:	FastTrack
Full Title: Fostering the Acceleration of Sustainable Transport to Regions and Authorities through Capacity and Knowledge	
Grant Agreement No.:	101006853
Full Title:	
Grant Agreement No.:	
Work Package No.:	4
Work Package Title: Innovation Performance	
Responsible Author(s): CERTH	
Responsible Co-Author(s):	
Date: February 2023	
Status:	Final
Dissemination level:	Public

The FastTrack project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no. 101006853.

Dear Ambassador cities and Local Affiliates,

Thank you for making use of the Innovation Diary 4 form.

This is the last Innovation Diary, following the overall progress of the FastTrack Learning & Exchange activities and its impact on your capacities/ skills/ synergies.

You are kindly requested to fill in the Innovation Diary 4 by ***24 February 2023****.* ***Please provide only one filled in questionnaire per city/ region.***

Data protection:

The data shared by you through this form will be used for monitoring the progress of the learning activities of FastTrack and it may be quoted anonymously in publicly available online reports. Personal data may be shared with FastTrack partners, all of whom are contractually bound to abide to EU data protection law. Personal data will be held for a maximum of 2 years after the end of project, after which time it will be destroyed. Under no circumstances will any data submitted to this form be given to third partners.

☐ ***Please tick to confirm that you understand and agree with the above.***

Fields marked with * are mandatory

Personal information

Your email:
Your full name:
The city you are representing:
The organization/ department you are working for:

Focus of your work: (engineering; transport planning; urban planning; architecture; public administration; business administration; law; other (please define):

Insights from your Deployment Plan

1. How innovative would you say is (are) the finally selected innovation(s)? *

Please choose one oval

Solution 1

Title of Solution 1: _____

☐ *Innovative on local level*

☐*Innovative on regional level*

☐*Innovative on national level*

☐ *Innovative on European level*

☐*Innovative on international level*

Solution 2

Title of Solution 2: _____

☐ *Innovative on local level*

☐*Innovative on regional level*

☐*Innovative on national level*

☐ *Innovative on European level*

☐*Innovative on international level*

2. In your Deployment Plan you are listing the barriers that hinder the implementation of your innovative solution. Could you provide the following information for these barriers? *

	Description of the barrier that hinders the implementation of your innovative solution	Level of reference of the barrier *Please choose one number from 1 to 7, where:* *1= local* *2= national* *3= European* *4= all levels* *5 = local & national* *6= local & European* *7 = national & European*	In your opinion, will the information received from FastTrack support you in addressing the barrier? (Yes/No/ Partially)	If your answer is "yes" or "partially" which kind of FastTrack activity/ activities helped/ will help you solving the barrier (i.e., internal project exchange, support from external supplier)?	If the barrier CANNOT be answered please specify the support needed (i.e., EU or national regulations, EU or national project calls, etc.)
1					
2					
3					
4					
5					
6					
7					
8					

3. In general, to what level did FastTrack covered your needs/ questions as far as the deployment of your innovative mobility solution is concerned (low to high)? *

	1	*2*	*3*	*4*	*5*	
Low	☐	☐	☐	☐	☐	*High*

4. Which (new) data sources or (new) methodologies for data integration that you learnt during FastTrack did you use for your Deployment Plan?

_____

5. Has data collection for the implementation of your deployment plan been launched? *

☐ *Yes*

☐ *No*

☐ *Not relevant*

If your answer is "Yes", please specify the relevant data sources for which data are collected:

_____

6. Have you received advice/ design input for your Deployment Plan from local actors that were not directly involved in FastTrack activities? *

(Note: FastTrack suppliers should NOT be considered here)

☐ *Yes*

☐ *No*

If your answer is "Yes", please provide the following information:

	Type of sector in which the local actors involved in the development of your Deployment plans are occupied *Please choose one number from 1 to 10, where:* *1 = Mobility & Logistics* *2 = Land use & public space design* *3 = Energy* *4 = Health* *5 = Technology (IT)* *6 = Climate/ Environment* *7 = Management, Administration & Finance* *8 =Research* *9 =Government* *10 = Other (please define)*	Estimation of the number of local actors involved per type of sector
1		
2		
3		

4		
5		
6		
7		
8		

7. How do you stand now as far as the implementation of your FastTrack mobility innovation(s) (Deployment Plan) is concerned? *

☐ *Implementation has been launched (i.e., through the launch of a procurement process)*

☐ *We are currently preparing procurement documents*

☐ *The mobility innovation has been approved for implementation*

☐ *No action has been yet undertaken*

☐ *Other (please define)*

_____

Synergies/ collaborations

8. Has your city developed new proposals/ projects (i.e. EU or national) based on the knowledge (and networking) gained through FastTrack? *

☐ *Yes*

☐ *No*

If yes, please provide the following information.

Short description of the proposal/ project	*Has this proposal/ project been funded?*	*In your opinion, what is the influence/ contribution that FastTrack brought to this success?*

9. Have you made any new partnerships with public/ private organizations with whom you were in contact through FastTrack activities? *

☐ *Yes*

☐ *No*

If yes, please provide the information below, for the category of collaboration which is applicable for your case.

New collaborations			
Type of partnership	***Partnership established with:*** *Please choose one number from 1 to 3, where:* *1= Innovation solution provider- FastTrack* ***supplier*** *2= Innovation solution provider* ***outside*** *FastTrack pool of suppliers* *3=* ***Other*** *public or private organization (please define)*	***Short description***	***Type of documents signed for assigning responsibilities and work between the different parties:*** *Please choose one number from 1 to 5, where:* *1= Letter of Support (LoS)* *2= Memorandum of Understanding (MoU)* *3= Contract* *4= other (please define)* *5 = no documents signed*
Research partnership (i.e., participation in Horizon Europe projects)			
Direct market engagement			
Contract proposition			
Pre-procurement dialogue			
Other (please define in the "Short Description")			

10. During the FastTrack learning activities (and through the connection of FastTrack with CIVITAS ELEVATE and sister projects) has your city became a CIVITAS member? *

☐ *Yes*
☐ *No*
☐ *We were already a CIVITAS member, before our involvement in Fast Track*

11. During the FastTrack learning activities, has your city connected with the Partnership on Smart Cities and Communities (EIP-SCC) initiative (i.e., signing up as partner or actively participating)? *

☐ *Yes*
☐ *No*
☐ *We were already actively connected with EIP-SCC, before our involvement in Fast Track*

If yes, what is the type of this connection?

(Multiple choices are possible)

☐ *My city has signed up as partner*
☐ *My city has brought the innovative mobility solution explored within FastTrack in the SCM Action Cluster on Sustainable Urban Mobility*
☐ *My city has actively participated in EIP-SCC activities during FastTrack*
☐ *Other (please define):_____*

12. During the FastTrack learning activities, has your city connected with the European Institute of Innovation and Technology (EIT) initiative (i.e., signing up as partner or actively participating)? *

☐ *Yes*
☐ *No*
☐ *We were already actively connected with EIT, before our involvement in Fast Track*

If yes, what is the type of this connection?

(Multiple choices are possible)

☐ *My city has signed up as partner*
☐ *My city has brought the innovative mobility solution explored within FastTrack as a pilot case in EIT calls*
☐ *My city has actively participated in EIT activities during FastTrack*
☐ *Other (please define):_____*

Increased capacity/ skills

13. To what level to you think your city is aware of the ongoing innovations in the field of mobility now that FastTrack is reaching its end? *

	1	*2*	*3*	*4*	*5*	
There are still no resources to follow all the innovations	☐	☐	☐	☐	☐	*We are now capable of following all developments*

14. How do you perceive your city's capacity on selecting innovative mobility solutions now that FastTrack is reaching its end? *

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

15. How do you perceive your city's general capacity on implementing innovative mobility solutions now that FastTrack is reaching its end? *

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

16. How do you perceive the efficiency (financial and human resources) of your administration to implement the innovative solution(s) of your Deployment Plan after the end of FastTrack? *

	1	*2*	*3*	*4*	*5*	
Total lack of efficiency	☐	☐	☐	☐	☐	*High efficiency*

17. How do you perceive your city's knowledge on developing business/ operating plans for deployment of innovative transport solutions now that FastTrack is reaching its end? *

	1	*2*	*3*	*4*	*5*	
Poor	☐	☐	☐	☐	☐	*Very High*

18. How do you perceive your city's knowledge on governance for territorial sustainable mobility planning now that FastTrack is reaching its end? *

	1	2	3	4	5	
Poor	☐	☐	☐	☐	☐	*Very High*

19. Did you observe/ change/ influence the governance model in your city/ region? *

☐ *Yes*
☐ *No*

If your answer is "Yes", please briefly explain how: _____

20. Have you reached greater internal collaboration in your organization due to your participation in FastTrack? *

☐ *Yes*
☐ *No*
☐ *No need, collaboration already existed*

21. Have you reached greater collaboration with other public authorities in your Functional Urban Area due to your participation in FastTrack? *

☐ *Yes*
☐ *No*
☐ *No need, collaboration already existed*

22. Did FastTrack help you improve the approach towards and with external partners/ experts? *

☐ *Yes*
☐ *No*
☐ *No need, collaboration already existed*

23. How do you perceive your city's knowledge on data gathering, management, analysis and integration now that FastTrack is reaching its end? *

	1	2	3	4	5	
Poor	☐	☐	☐	☐	☐	*Very High*

24. How do you perceive your city's capacity on engaging citizens/ stakeholders in territorial planning? *

	1	2	3	4	5	
Poor	☐	☐	☐	☐	☐	*Very High*

25. Which of the following statements are relevant for you? *

(multiple choices are possible)

☐ *Now we have a better understanding of who the stakeholders are.*
☐ *Now we have a better knowledge of the influence of the stakeholders on our planned mobility solutions.*
☐ *Now we have a better understanding of how to engage with the stakeholders (due to increased internal capacity, gained knowledge, adopted mechanisms or tools).*
☐ *Other, please define* _____

26. Based on your interactions in FastTrack, did you try to improve the engagement activities with stakeholders and citizens? *

☐ *Yes*
☐ *No*

*If your answer is "Yes", please briefly explain how*_____

27. How do you classify your overall capacity (in an international/ European context) with regards to the innovative solution(s) selected within FastTrack now that the project activities are reaching their end? *

Solution 1

Title of Solution 1: _____

Overall capacity:

	Starter	Sharer	Leader	
1	☐	☐	☐	*3*

Solution 2

Title of Solution 2: _____

Overall capacity:

	Starter	Sharer	Leader	
1	☐	☐	☐	*3*

28. Have you already shared with the project partners or with other city any open data of yours during the course of the project? *

☐ *Yes*
☐ *No*

If yes, please briefly explain the kind of data sources that you shared.

If no, are you willing to do it now?

☐ *Yes*
☐ *No*
☐ *Have not decided yet*

FastTrack dissemination/ outreach/ engagement

29. From the beginning of your involvement in FastTrack, have you reached out to colleagues from your city/ region administration for sharing FastTrack knowledge with them? *

☐ *Yes*
☐ *No*

If your answer is "Yes", please provide the following information:

	Type of sector in which the colleagues you reached are occupied *Please choose one number from 1 to 10, where:* *1 = Mobility & Logistics* *2 = Land use & public space design* *3 = Energy* *4 = Health* *5 = Technology (IT)* *6 = Climate/ Environment* *7 = Management, Administration & Finance* *8 =Research* *9 =Government* *10 = Other (please define)*	Estimation of the number of colleagues reached
1		
2		
3		
4		
5		

6		
7		
8		

30. Have you presented your FastTrack innovative mobility solution or your involvement in FastTrack to your (local) communities and relevant (local) events? *

☐ *Yes*
☐ *No*

If your answer is "Yes", we kindly ask you to provide relevant information in the FastTrack Dissemination Tracker

31. Are you willing to remain engaged in FastTrack network after the end of the project? *

☐ *Yes*
☐ *No*

If your answer is yes, what of the following activities are you willing to undertake:

☐ *Provide input to the Exchange Hub*
☐ *Use any updated learning material of the Mutual Learning Toolkit*
☐ *Sign up to an updated Exploitation Plan*
☐ *As an ambassador in conferences, events, etc.*
☐ *Other (please specify)* _____

Final reflections

32. In general, how satisfied are you with the new knowledge obtained from FastTrack activities? *

	1	*2*	*3*	*4*	*5*	
Not satisfied at all	☐	☐	☐	☐	☐	*Highly satisfied*

33. In general, how to you perceive the usefulness of the knowledge received from the project? *

	1	*2*	*3*	*4*	*5*	
Not useful in my day-to-day activity	☐	☐	☐	☐	☐	*I will change local practice and propose new solutions*

34. In general, how to you perceive the quality of the structure of FastTrack learning programme? *

	1	*2*	*3*	*4*	*5*	
Low	☐	☐	☐	☐	☐	*High*

35. Are there any thoughts/ suggestions for improvement that you would like to share regarding the above (i.e., collaboration with FastTrack partners)?

_____

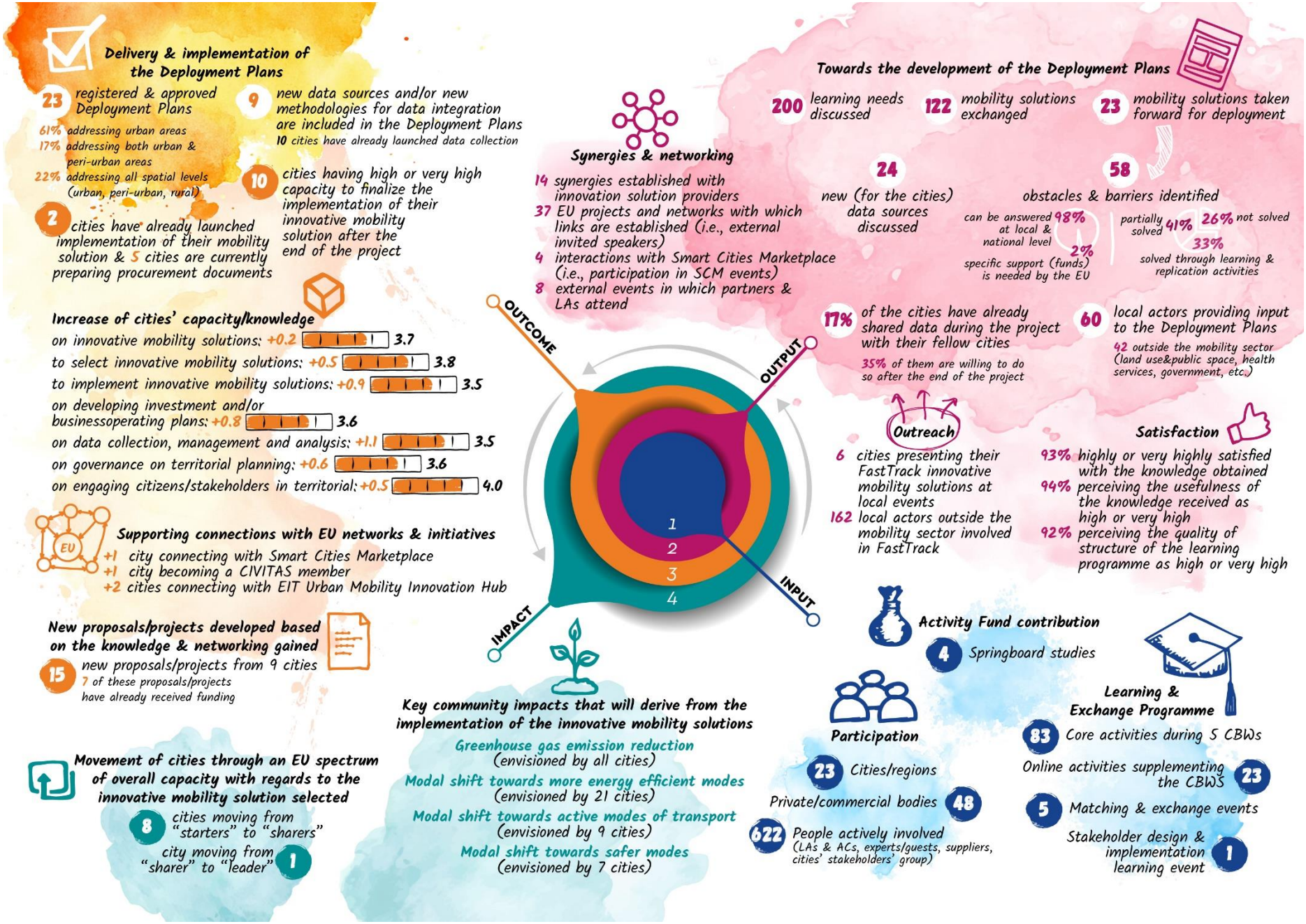
36. Finally, we leave this space open, for you to share any thoughts regarding your experience with FastTrack!

Annex 5: Transferability Assessment Template

Site visit:
Name:
Surname:
Position:
City:

Innovative measure seen during the site visit: **Corresponding challenge:** **Measure description:**			
	Host city	Visiting City	Transferability rating (1 low to 4 high)
Time needed for implementation			
Technical conditions			
Governance, participation			
Legislative/regulatory framework			
Data management, digitalisation			
Funding, finance, business models, procurement model			
Behavioural change factors			
Spatial reference			
Costs			
Overall transferability rating			
Additional success factors			

Annex 6: KPI sketch “from input to impact”


Delivery & implementation of the Deployment Plans
23 registered & approved Deployment Plans
61% addressing urban areas
17% addressing both urban & peri-urban areas
22% addressing all spatial levels (urban, peri-urban, rural)
9 new data sources and/or new methodologies for data integration are included in the Deployment Plans
10 cities have already launched data collection
10 cities having high or very high capacity to finalize the implementation of their innovative mobility solution after the end of the project
2 cities have already launched implementation of their mobility solution & 5 cities are currently preparing procurement documents
Increase of cities' capacity/knowledge
on innovative mobility solutions: +0.2 3.7
to select innovative mobility solutions: +0.5 3.8
to implement innovative mobility solutions: +0.9 3.5
on developing investment and/or businessoperating plans: +0.8 3.6
on data collection, management and analysis: +1.1 3.5
on governance on territorial planning: +0.6 3.6
on engaging citizens/stakeholders in territorial: +0.5 4.0
Supporting connections with EU networks & initiatives
+1 city connecting with Smart Cities Marketplace
+1 city becoming a CIVITAS member
+2 cities connecting with EIT Urban Mobility Innovation Hub
New proposals/projects developed based on the knowledge & networking gained
15 new proposals/projects from 9 cities
7 of these proposals/projects have already received funding
Movement of cities through an EU spectrum of overall capacity with regards to the innovative mobility solution selected
8 cities moving from "starters" to "sharers"
city moving from "sharer" to "leader" 1
Synergies & networking
14 synergies established with innovation solution providers
37 EU projects and networks with which links are established (i.e., external invited speakers)
4 interactions with Smart Cities Marketplace (i.e., participation in SCM events)
8 external events in which partners & LAs attend
Towards the development of the Deployment Plans
200 learning needs discussed
122 mobility solutions exchanged
23 mobility solutions taken forward for deployment
24 new (for the cities) data sources discussed
58 obstacles & barriers identified
can be answered at local & national level 98%
specific support (funds) is needed by the EU 2%
partially solved 41%
26% not solved
33% solved through learning & replication activities
17% of the cities have already shared data during the project with their fellow cities
35% of them are willing to do so after the end of the project
60 local actors providing input to the Deployment Plans
42 outside the mobility sector (land use&public space, health services, government, etc.)
OUTCOME
OUTPUT
INPUT
IMPACT
1
2
3
4
Outreach
6 cities presenting their FastTrack innovative mobility solutions at local events
162 local actors outside the mobility sector involved in FastTrack
Satisfaction
93% highly or very highly satisfied with the knowledge obtained
94% perceiving the usefulness of the knowledge received as high or very high
92% perceiving the quality of structure of the learning programme as high or very high
Activity Fund contribution
4 Springboard studies
Learning & Exchange Programme
83 Core activities during 5 CBWs
Online activities supplementing the CBWS 23
5 Matching & exchange events
Stakeholder design & implementation learning event 1
Participation
23 Cities/regions
Private/commercial bodies 48
622 People actively involved (LAs & ACs, experts/guests, suppliers, cities' stakeholders' group)
Key community impacts that will derive from the implementation of the innovative mobility solutions
Greenhouse gas emission reduction (envisioned by all cities)
Modal shift towards more energy efficient modes (envisioned by 21 cities)
Modal shift towards active modes of transport (envisioned by 9 cities)
Modal shift towards safer modes (envisioned by 7 cities)