



# D8.2 OIC setup and achievements - 1st year status

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<b>Deliverable</b>	<b>D8.2 - OIC setup and achievements - 1st year status</b>
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# 1 Executive Summary

This deliverable presents the set up and 1<sup>st</sup> year status of the SPROUT Open Innovation Community (OIC). The OIC provides a platform for debate among different stakeholders on the policy requirements of emerging mobility solutions, and it also provides a validation source of the SPROUT project results.

The added-value of this SPROUT OIC, in relation to other debate platforms, stems from: (i) its explicit focus on urban transport policy issues and on the policy response needed to face emerging mobility solutions; (ii) the active involvement of international members, bringing together relevant experiences and insights from different contexts; (iii) its virtual operation mode (online forums), enabling a flexible and effectiveness way of participation of its members.

Several stakeholders have become OIC members and have been invited to participate through a series of online activities. Periodic online forums allow to present and discuss ideas and experiences on emerging urban mobility patterns. They also encourage reflection and brainstorming to check and assess the solutions proposed by the SPROUT outcomes.

In return, the OIC provides its members with new insights to adequately address the challenges underway in the current urban mobility environment. That means additional knowledge about the transition taking place in passenger and freight urban mobility, as well as the identification, monitoring, and deployment of innovative urban transport-related solutions.

The status and achievements of the OIC will be reported and reviewed on a regular basis over the course of the project, at the end of the second year (M25) and at the end of the project (M36).

## 2 Introduction

### 2.1 Aim of the deliverable

This deliverable 8.2 presents the current status of SPROUT's Open Innovation Community (OIC), launched about a year ago, in October 2019. It describes the OIC concept, meaning, and goals. It also describes the current OIC members, attending to the stakeholder's groups and organizations to which they belong, as well as their main professional domains and interests. This deliverable also presents the scheme of online forums, both for those that have already been launched and for those that are planned, reflecting on their ability to generate fruitful discussions among its members.

### 2.2 How this deliverable relates to other deliverables

This deliverable 8.2 is part of the Task 8.1 "Open Innovation Community (OIC) on Urban Mobility Policy", which in turn is part of Work Package 8 "Project outcomes' validation, transfer & exploitation". The predecessor of this deliverable is D 8.1. "OIC setup", that introduced the concept and meaning of the OIC, the preliminary list of members, and the organization of the online forums. It also presented the results of the initial OIC Kick-off meeting (October 29, 2019) that was the starting point for the development of the OIC, allowing initial members to know each other and the SPROUT project.

### 2.3 Task Participants and contributing authors

The participants for this deliverable are UPM, as the leader of the task 8.1, and CERTH, VUB, POLIS and WI, as task participants. All of them have supported the implementation of this Open Innovation Community (OIC) and they have also participated in writing and reviewing this deliverable.

### 2.4 Structure of the deliverable

The section that follows (Section 3) first describes the SPROUT Open Innovation Community (OIC) setup. This section explains the main objectives and goals of the OIC. It also describes the platform on which the OIC is hosted: the European Transport and Mobility (ETM) Forum platform. The list of members (SPROUT partners and external stakeholders) is also presented along with a description of their professional domains and main interests. The established discussion hubs' schedule, with the start and end date of each online community hub until the end of the Project, is also included in Section 3. Section 4 contains the description of the status of the OIC one year after it was launched (1<sup>st</sup> year status). In this point, special attention has been paid to the two hubs that have been initiated: Hub 1 "Urban Mobility Transition Inventory", and Hub 2 "Determining the Impacts of Emerging Urban Mobility Environments". Finally, Section 5 closes this deliverable with some concluding

remarks, limitations, and lessons learned to guide the next steps and to improve the quality and attractiveness of the OIC.

## 3 SPROUT Open Innovation Community (OIC)

### 3.1 OIC: definition and goals

The SPROUT OIC is an online platform for debate among stakeholders and SPROUT partners on the policy requirements of emerging mobility solutions.

The main goals to be achieved through the OIC are:

- To reflect and brainstorm on the policy response needed to face emerging mobility solutions
- To actively involve international members, bringing together relevant experiences and insights from different contexts
- To provide additional insights into current changes in urban mobility
- To exchange best innovative policy response to urban mobility problems
- To validate SPROUT project results
- To spread SPROUT's achievements and innovative assets
- To achieve the deep cooperation between academic and scientific stakeholders within SPROUT and beyond

### 3.2 OIC Platform

The OIC is hosted on the European Transport and Mobility (ETM) Forum platform ([www.etmforum.eu](http://www.etmforum.eu)). The ETM Forum is an informal association and online collaboration platform connecting international stakeholders to discuss and advocate for user-centric approaches and cross-modal cooperation in transport research, planning, and innovation. The ETM Forum was set up as an outcome of the Horizon2020 project Mobility4EU in March 2019. It is divided in several working groups covering specific topics related to transport and mobility. This online platform provides a central portal for information, communication, and collaboration between the stakeholders that joined the ETM Forum, as well as an entry point for newcomers. All these aspects make this platform the right place to host the SPROUT OIC.

A specific working group (WG4) titled "SPROUT OIC – POLICY RESPONSE TO TRANSITION" has been created in the ETM Forum platform, with the aim of hosting the SPROUT OIC<sup>1</sup>. This working group has the objective of hosting a wide range of discussion topics organized through a list of online community hubs. All the stakeholders involved in the

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<sup>1</sup> <https://www.etmforum.eu/working-groups/wg-04-sprout-oic-policy-response-to-transition/>

OIC must have registered and become members of this working group. By registering to this online collaboration tool, OIC members have also become members of the ETM Forum and agreed to the Statute, the privacy policy, and terms of service<sup>2</sup>.

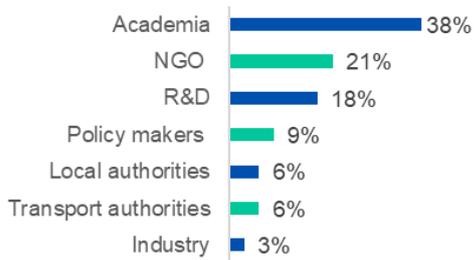
### 3.3 OIC members

As previously mentioned, one of the main objectives of the OIC is to involve the widest variety of international members, bringing together relevant experiences and insights into the urban mobility transition. Different strategies were carried out to recruit members for the OIC. Initially, the SPROUT Partners (task participants), as well as the external stakeholders that kindly signed a support letter for the SPROUT project during the proposal submission stage, were invited to join the OIC from October 2019 to February 2020. Then, in March 2020, representatives of the SPROUT pilot cities and validation cities were also invited to join. Finally, international academics and researchers from the fields of urban mobility and transport also showed their interest in joining the OIC after several meetings at Universities and institutions in which the SPROUT Partners have participated. The OIC currently has a total of 34 members from the EU, the US, and South America. The characterization of these members (i.e. identified stakeholder groups, the organizations to which they belong, as well as their main domains and interests) is shown in Figure 1.

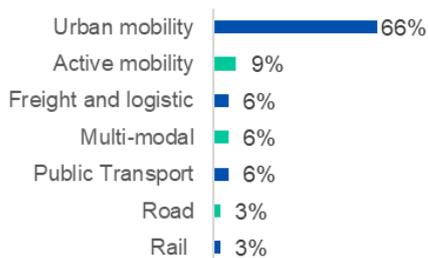
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<sup>2</sup> <https://community.etmforum.eu/tos>

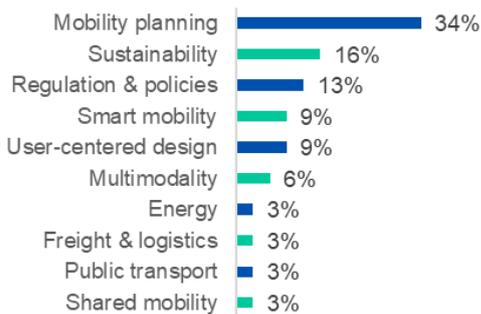
### Stakeholder groups



### Domain



### Interests



### Organisations

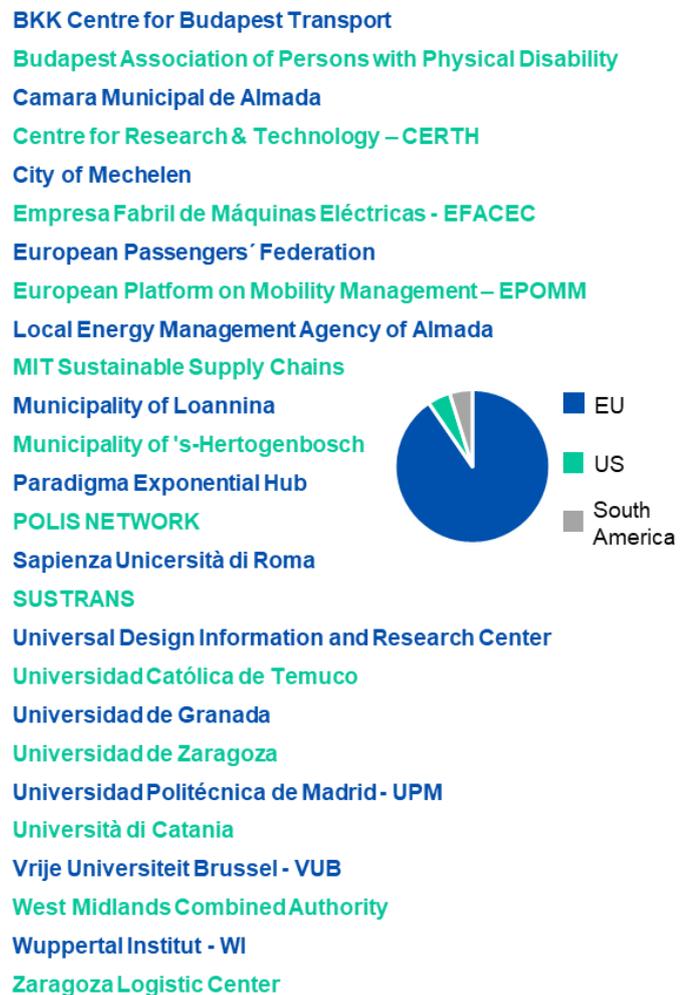


Figure 1. OIC members characterization

## 3.4 Online Community Hubs

OIC members are being actively involved through discussions generated by the SPROUT partners in the WG4 “SPROUT OIC – POLICY RESPONSE TO TRANSITION” in the ETM Forum Platform. The discussions are organised in several community “hubs” (or topics). They consist of online forums allowing members to interact and exchange ideas, moderated by SPROUT partners. In each hub discussion, the scoping and problem definition (discussion topics) are first established by SPROUT partners, leading to solution brainstorm and feasibility check of solutions against OIC member’s context. After this process, conclusion and lessons learned are obtained for each hub.

The ultimate purpose of the hubs is to validate and explore the possibility of replicability of the solutions proposed by the SPROUT project and its pilot cities. For this reason, a hub will be created to discuss the results of each SPROUT work package. These discussions will be initiated by the SPROUT partner(s) in charge of their generation. Table 1 shows the six planned hubs and their main discussion topics.

### 3.5 Hubs schedule

The running time of each hub’s activities ranges from six to eight months, but they could be extended if necessary. At least two to three hubs will take place each year through the life span of the project. The hubs schedule is shown in Figure 2.

**Table 1. List of Hubs**

HUB	Discussion Topics
1. Understanding transition in urban mobility	<ul style="list-style-type: none"> <li>• What is the current state of urban mobility?</li> <li>• Which are the main drivers of the urban mobility transition? How are these evolving?</li> </ul>
2. Determining the impacts of emerging urban mobility environments	<ul style="list-style-type: none"> <li>• How is the urban mobility environment expected to evolve in the future?</li> <li>• Which are the expected sustainability &amp; policy impacts of this evolution, if the existing urban policies remain unchanged?</li> </ul>
3. SPROUT Pilot Cities’ impact assessment and polity response	<ul style="list-style-type: none"> <li>• Which are the impacts on sustainability (environmental, social, and economic) of the emerging urban transport solutions tested in the cities?</li> <li>• How the impacts affect the different stakeholders?</li> <li>• Which are the impacts of the emerging urban transport solutions on urban mobility policy?</li> <li>• Which are the policies required to harness the impacts of emerging urban mobility solutions in the cities?</li> </ul>
4. City-led innovative policy response	<ul style="list-style-type: none"> <li>• What should be the policy response at a European level, to the emerging urban mobility trends?</li> <li>• How can urban mobility innovators overcome regulatory obstacles?</li> <li>• How can a deeper understanding of new urban mobility trends be achieved?</li> </ul>
5. Cities policy-making capacity	<ul style="list-style-type: none"> <li>• In which areas do cities need to build capacity in order to deploy innovative urban mobility solutions?</li> <li>• Which are the approaches &amp; tools that can improve cities’ policy making capacity?</li> <li>• How can a data-driven approach contribute to capacity building?</li> </ul>
6. European and international Future Mobility Policy	<ul style="list-style-type: none"> <li>• How can PROUT’s experiences enrich EU policies on urban mobility?</li> <li>• Which are the common issues, and which are the differences in terms of the challenges faced in urban mobility policy making in the EU, the US and China?</li> <li>• Can themes of mutual interest and missions for joint research between the EU, the US and China on urban mobility policy, be identified?</li> </ul>

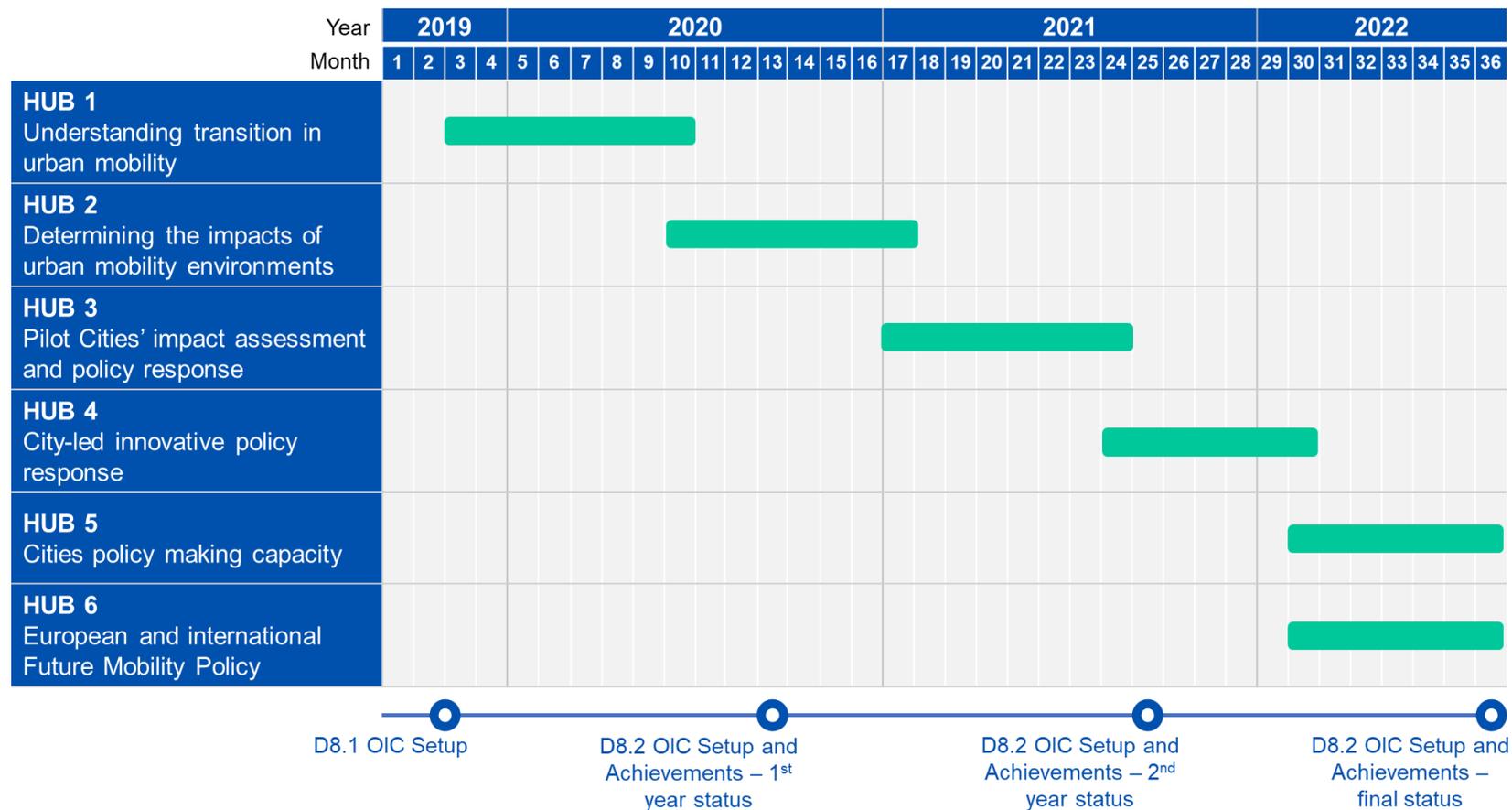


Figure 2. Hubs schedule

### 3.6 OIC survey

An online survey has been distributed among OIC members in order to provide additional insights into the expectations about their involvement in the OIC and to ensure that the OIC offers tailored services and that it exploits the added value from internal and external knowledge to the fullest. The survey was uploaded into a SurveyMonkey platform, run by Transyt-UPM, and consists of 4 main questions with a response rate of 21%. It was distributed in January 2020.

The first question was about the type of involvement or engagement do the members want in the OIC. 100% answered “keep me updated” and 86% “provide feedback” (figure 3). Then, members ordered the proposed list of hubs according to their interests. They showed the greatest interest in Hub 1 “Understanding transition in Urban Mobility”, followed by Hub 6 “European and International Future Mobility Policy” (Figure 3). Community members were also asked about how they wish to get involved during the hubs. For this question, 43% answered “it depends on whether the topic interests me or not” and 29% said “once or twice in each forum”, but no one expressed willingness to interact every time a discussion topic opens (Figure 3). Only an additional topic was proposed by OIC members to be discussed in the forums. It was about restricting and regulation measures in parking and urban vehicle access and it is expected to be integrated in upcoming discussion hubs. Finally, they were given the opportunity to suggest new members for the OIC. However, no additional person or organisation was proposed.

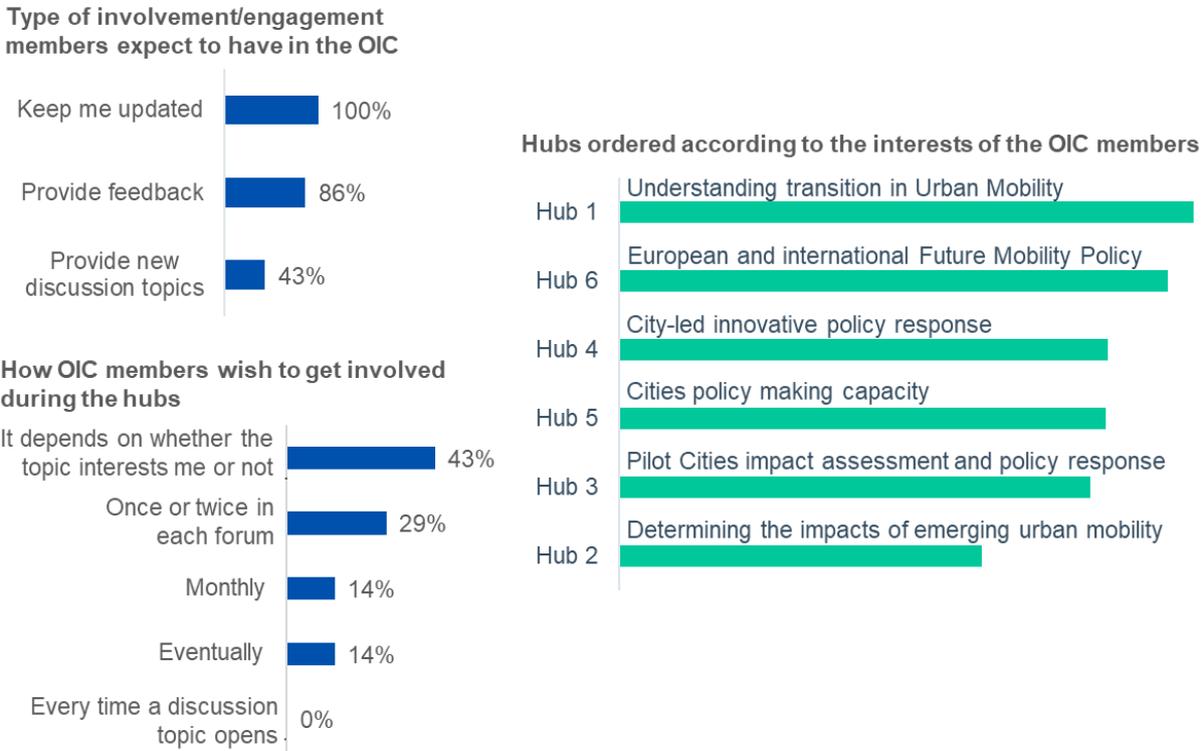


Figure 3. OIC Survey report

## 4 OIC 1<sup>st</sup> year status

This section reports the status of the two first online community hubs that have already been launched (until M13): “Urban Mobility transition inventory” and “Determining the impacts of emerging mobility environments”.

### 4.1 HUB 1: Urban Mobility transition inventory

#### 4.1.1 Description

This discussion hub was created in October 2019 by VUB. It is built around Work Package 2 of the SPROUT Project, which proposes an inventory of the factors that are used by each of the SPROUT cities as a common framework to collect and integrate data in order to construct a comprehensive overview of their respective current and future mobility status, and to understand as well as to anticipate the urban mobility transition.

Once the SPROUT deliverables from Work Package 2 were completed, OIC members were encouraged to visit the SPROUT website to find the full deliverables covering the topic urban mobility transition. In addition, they were provided with a summary of these deliverables as detailed below.

*“D2.1: Urban Mobility Transition Inventory is the result of task 2.1 of the project. It proposes an inventory of the factors that are used by each of the SPROUT cities as a common framework to collect and integrate data in order to construct a comprehensive overview of their respective current and future mobility status, and to understand as well as to anticipate the urban mobility transition. The inventory will be used by 1st and 2nd layer SPROUT cities to collect and structure the data that will form the core of deliverables resulting from task 2.2: Current state of mobility and task 2.3: Urban mobility transition drivers. The elements of the inventory are categorised as key performance indicators (KPIs), urban mobility transition drivers and stakeholders. The selection of these elements is based on a review of a variety of sources, especially previous EU initiatives in the field of urban mobility and logistics, such as Mobility4EU, TRANSFORUM, MIND-SETS, NOVELOG and CITYLAB, but also the sustainable mobility indicators used by the World Business Council on Sustainable Development and CIVITAS. Input from these initiatives has been adapted to the specificities of SPROUT using various EU and local policy documents as well as academic literature.”*

*“D2.2 Current State of Urban Mobility presents an overview of the urban mobility situation in the 1st and 2nd -layer SPROUT cities. The data used for this deliverable was collected by representatives of the cities themselves, based on the template that was presented in Deliverable D2.1. The data has been compiled to establish a profile of each city, including information on the main factors indicating a change is currently in progress in the city’s urban mobility environment, the main impacts which are currently unclear and therefore are not being addressed (or are inadequately addressed) by the current urban policy*

elements/instruments, as well as information on the pilots that will run the in the 1st – layer cities.”

**“D2.3 Urban Mobility Transition Drivers** presents the results of SPROUT Task 2.3: Urban Mobility Transition Drivers and therefore provides an overview of the urban mobility transition drivers and the level of importance that was assigned to them by each of the SROUT cities. The city-specific sets of locally important drivers are essential in the construction of city-specific scenarios, which forms the core of WP3. The document also gives an overview of the locally relevant stakeholders to be mostly affected by (or affecting) the emerging mobility solutions that each city selected. They are the ones, who will be consulted in various stages of the SPROUT project, such as the construction of narrative scenarios in WP3. A comparative analysis of the importance of drivers shows that the considered importance of drivers differs significantly from city to city, and that most drivers are considered ‘very’ or ‘extremely important’ for at least one city. On average, the drivers ‘political agenda’ ‘urban structure’ ‘climate change’ and ‘local environmental quality’ are considered the most important, while ‘security concerns’ and ‘individualisation’ are not considered more than moderately important by any of the cities.”

#### 4.1.2 Discussion Topics

Once the SPROUT deliverables from Work Package 2 were completed, the following discussion topics were launched to generate debate and interaction among the OIC members.

***What is your idea about urban mobility transition?***

***Is it something new, caused by new technologies, social and demographic change?***

***Or is it something that always existed, it is just much faster than previously or maybe more visible?***

***So how do YOU define transition?***

#### 4.1.3 Replies

This Hub has had 290 views and 8 likes, but it still shows a low rate of participation among OIC members. In April 2020 one reply was registered about the role of e-scooters as a green solution for mobility. This reply was about a recent life-cycle assessment study<sup>3</sup> by the ULB in Brussels that found that the shared electric scooters employed by the city’s provider have a total global warming potential higher than the mode of transport that they replace. An online survey was created in this Hub to answer the question “Do you see dockless e-scooters becoming a sustainable alternative in your city?” resulting in 2 votes for the option “Yes” and 2 votes for the option “Not sure yet”. Then, a new discussion topic emerged: “How do you think we should go about reaching the point where e-scooters become a sustainable mobility solution?”.

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<sup>3</sup> <https://www.mdpi.com/2071-1050/12/5/1803>

In August 2020, another reply was registered to this issue. In this case, this reply was about a recent study<sup>4</sup> carried out by -TRANSyT-UPM in different Spanish cities, that identifies the key drivers determining the adoption and frequency of use of scooter-sharing services in urban areas. So, trying to answer to the topic under discussion, in this reply it is said “*urban mobility transition is caused by new technological developments, such as the introduction of scooter-sharing services, but it also seems to be strongly determined by sociodemographic aspects, such as the age or the education level of potential users. Therefore, public authorities should make further efforts to overcome the sociodemographic barriers related to the first contact with new mobility options*”.

## 4.2 HUB 2: Determining the Impacts of Emerging Urban Mobility Environments

### 4.2.1 Description

This discussion hub was created in April 2020 by VUB, when the first deliverable for SPROUT WP3, *D3.1: City-specific urban mobility scenarios*, was completed. OIC members have been reminded that they can download this deliverable on the SPROUT website, and the following summary has been also posted on this Hub.

*“Deliverable 3.1 is a first draft of the pilot cities’ urban mobility scenarios. It introduces the method of Cross-Impact Balance Analysis (CIB) to scenario development and gives an insight into the first draft of each city’s scenarios for future urban mobility. The quantitative CIB method was complemented with workshops held in each city, to provide narrative descriptions in order to enhance the quantitative output.”*

These draft scenarios will, in task 3.2 (Sustainability impact analysis of city-specific scenarios) and task 3.3 (Policy impact analysis of city-specific scenarios), be subjected to sustainability and policy impact analyses, which will result in definitive narrative scenarios in task 3.4 (Validation and development of narrative scenarios).

Recently, in June 2020, VUB has shared with the rest of OIC members the updates of WP3. At the moment, scenarios for the future of urban mobility in the five SPROUT pilot cities (Tel Aviv, Valencia, Padua, Kalisz, and Budapest) are being developed. These scenarios will be concise and coherent stories describing three possible evolutions of each city’s urban mobility situation.

### 4.2.2 Discussion Topics

Based on the results from D3.1, the following discussion topics have been launched to generate debate and interaction among the OIC members.

**How do you see the future of urban mobility in your cities?**

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<sup>4</sup> <https://www.sciencedirect.com/science/article/pii/S0264275118318614>

## Have you already used scenario planning for urban mobility in your city? If so, what was the result?

Once deliverables 3.2, 3.3, and 3.4 are completed, the storylines of each future scenario will be shared with the OIC members and new discussion topics will be established for this online community hub.

### 4.2.3 Replies

This Hub has had 85 views and 6 likes. However, no reply has been registered so far.

## 5 Conclusions

This deliverable 8.2 reports the 1<sup>st</sup> year status of the SPROUT OIC. This online community has brought together **34 people**, including SPROUT partners and external stakeholders. They belong to different areas of urban transport and mobility, such as: R&D, academics, policy makers, transport authorities, and the industry. The international character of its members (from EU, US, and South America) makes it possible to share relevant experiences and insights from different urban contexts, turning the SPROUT OIC into the ideal place to host a fruitful debate on the emerging challenges in urban mobility around the world. As the recruitment of new members continues, it is expected that in the coming months the number of registrations on the platform will increase.

The SPROUT OIC is organized around **six online community hubs** or forums that represent the main SPROUT work packages to be validated. There are currently **two active hubs**, which are Hub 1 “Urban mobility transition inventory” and Hub 2 “Determining the impacts of emerging urban mobility environments”, corresponding to WP2 and WP3, respectively. They both have been started on time, following the planned forum schedule, and notifications have been sent to members every time a new discussion topic was released. These hubs have a completely virtual mode of operation, making them very flexible tools, adaptable to any type of personal and professional circumstance. These two hubs will remain active, extending their duration with respect to what is planned as much as necessary, and the remaining four hubs will begin according to schedule.

Although recruiting members and launching forums is on the right track, unfortunately **participation** to hubs’ discussions have been lower than expected. Hubs have a very low response rate, and this is a problem that must be solved quickly. The OIC is still in an early stage, so some strategies can be put in place to increase participation. In first place, the forums will remain active longer to give members more room to participate, especially in the case of Hub 1. Contact efforts with current members will be intensified with more periodic reminders about the active hubs and discussion topics. The recruitment of new members will also continue to expand the community and make it as visible as possible. We have also invited new members to join the Forum via Twitter, Facebook and CIVITAS.

As a way to cope with these low rates of engagement, more visual and attractive ways of presenting the results of the deliverables at the beginning of the hubs will be explored, preventing members from having to download and read the deliverables, which may have a deterrent effect on them. It would also be possible to carry out a new survey to find out the opinion of the members (mainly the external stakeholders) about the current organization of the OIC and the reasons behind their low participation rate.

In addition, more frequent internal follow-up meetings will be held among the SPROUT OIC task participants (UPM, CERTH, VUB, POLIS, and WI) to implement and monitor all these development strategies. The first of these meetings between task partners will take place in October 2020.

Finally, we cannot avoid to mention the outbreak of the COVID-19 pandemic as another plausible reason for the low participation rate: meetings and personal contact, important as they are to get people involved in this kind of activities, have been cancelled and everything seems to point to it will take time get the confidence restored. However, being a virtual platform to foster dialogue between stakeholders, the platform has big potential to adapt to the current pandemic situation, and further engagement strategies will be explored.