



POLY5 — Evaluation process of the toolkit

FINE-TUNING THE *TOOL*

5 FOCUS GROUPS in the VENICE AREA



Veneto Region, in the framework of the WP5 “Polycentric Development Toolkit” <http://poly5.eu/index.php/poly5-toolkit>, worked on the realization of a tool aimed at approaching the design of Major Transport Infrastructures (MTI) from a programmatic point of view. The basic idea was to partially intercept the designation of alternatives in defining the best solutions which are able to integrate MTI with the territory and preserve its landscape.

In order to fine tune this tool, five different thematic Focus Groups with experts of environment, landscape and infrastructure management, were organized. The objective was to collect constructive feedbacks to improve the draft tool taking into consideration all potential points of view.

The first Focus Group was aimed at identifying eventual critical points of the tool through the contribution of participating experts. These criticalities became the basis to implement the following work of Veneto Region POLY5 team.

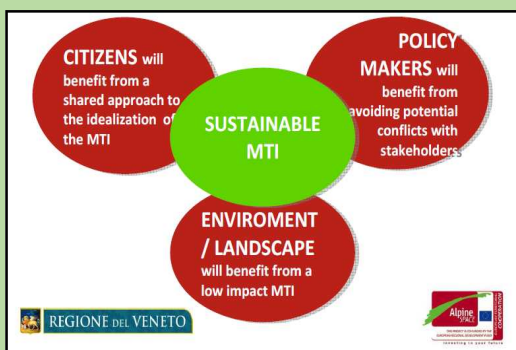
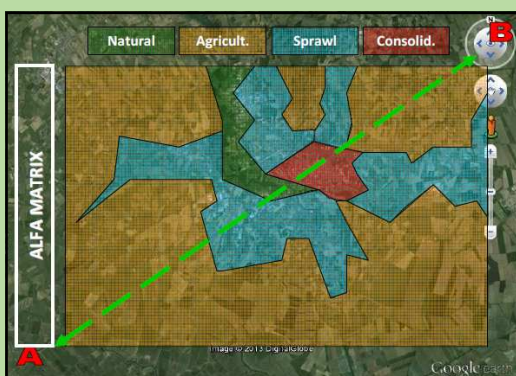
The second phase of the consultation process had the specific objective to collect feedbacks directly from territorial actors of the Province of Venice area, which could be affected by the presence of MTI. The survey collected, on one side, additional information and suggestions and, on the other side, provided the possibility to test the tool on non-technical/non-expert users, and therefore compare the results of the two consultation processes.

Main aim of the third Focus Group was then the evaluation of the updated version of the tool: involved experts were requested to give their objective feedback on the best solutions available or suggested to mitigate infrastructure impacts on different territories and on alternative ways of realizing MTI.

The fourth Focus Group continued the evaluation process, homogenizing and validating the most frequent choices (MFC) in relation to the above mentioned best solutions to mitigate specific potential impacts.

Finally, during the fifth Focus Group, experts were asked to report their opinions on the economic, social and technical feasibility of the proposed solutions.

The final result of this consultation process is a concrete set of potential key-choices (in terms of feasible solutions) to be suggested to stakeholders in order to enable them to correctly choose the most suitable approach to the realization of MTI on their territory.



POLY5 Newsletter



WP6 "Pilot actions" - Value Chain Stories



NEXT MEETINGS



VENICE, 12-13 May



TURIN, 26-27 June

Stay tuned!

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POLY5 events scheduling on:
<http://www.poly5.eu/index.php/agenda2>

'The acceptance of MTI by local communities is the first step to ease the process of implementation of these important infrastructures ...' (Application form Poly5).

The impact model

In WP4 "Contexts, scenarios, visions" (for more details Newsletter #1; #2) the Technical University of Munich-team has designed an impact model to demonstrate the impact of a new high speed railway through alpine areas. The model focusses on the benefits of the new railway. Starting point of the impact chains is the improved accessibility. Most of the impact chains demonstrate catalytic effects induced through time saving coming along with the improved accessibility. Of course, the impact chains also refer to primary effects like a demand of labour for building the new railway track and induced effects. The latter is the impact of railway-track-employees, which demand for public and private services. In order to adapt the impact model to certain needs or questions, the model is deepened on a certain topic – trying to measure all impacts in a more defined way. Further, the impact model needs to be adapted to the specifics of the region. The TUM-team within Poly5 has adapted the impact model on specific project areas, focusing on topics such as Tourism ("scattered hotels"), upgrading of the living environment through the implementation of "leisure activities" during and after the construction phase.

Value Chain Stories — a way to explain the impacts of the new high speed railway

In order to understand the impact and possible positive development of the area, value chain stories are a creative way of establishing an understanding for what is happening. The basis for these stories is the impact model which demonstrates and shows the possible benefits of the MTI. Still, the model might be too complicated to explain the impacts to a local community - therefore the TUM team consequently proposes value chain stories. The stories explain the benefits in a more creative as well as easier way, focusing on certain parts of the impact model, e.g. growing tourism in the region. The stories enable to transfer these topics into real life with demonstrating how fictive persons use certain new infrastructures - and how this affects the area.

Follow us to learn more on which Value Chain Stories we are telling!

