

2050 CliMobCity helps policymakers to identify, plan and implement mobility policies that support their long-term climate objectives

Objectives and approach

The project elaborates on the major task of how cities can achieve their long-term climate goals with regard to mobility through policies based on backcasting. The project defines promising measure packages of the city partners in the project and assesses whether these lead to the desired CO₂ reduction. This concerns not only mobility measures that lead to modal shift or clean and better technology (such as smart information and communication, electrification and automation), but also spatial interventions, such as densification and mixing of functions, which stimulates climate-friendly mobility. When drafting the package of measures, not only the effectiveness but also the efficiency of measures is taken into consideration. The most promising measure package will be set down in an action plan to guide public authorities and their stakeholders to strategically plan and then implement the relevant measure to reduce CO₂ emissions.

Expected results

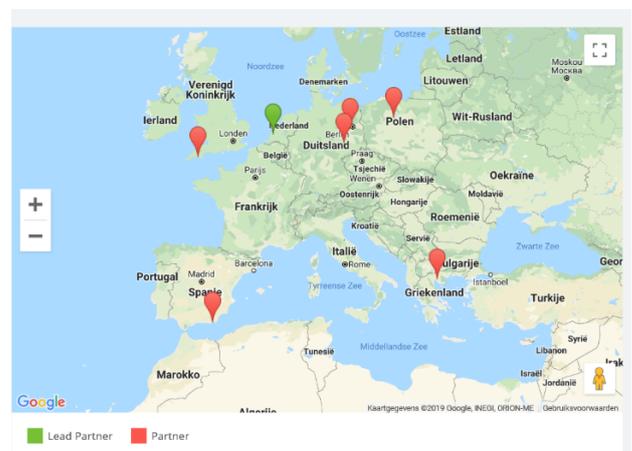
- Successful CO₂ reduction from mobility of city partners according to their long-term climate aims.
- Increased knowledge about appropriate measure packages to the benefit of many European cities.
- Increasing interest and sense of urgency to prepare and work on CO₂ reduction.

Main beneficiaries

Local (and regional) public authorities and their stakeholders in climate-friendly mobility.



2050 Climate-friendly Mobility in Cities
August 2019 – July 2023



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www.interregeurope.eu/2050climobcity/

A closer look into the project

Cities are increasingly realizing that certain activities in their city cause a lot of CO₂ emissions and air pollution and that mobility plays a large part in this. Making cities more sustainable is therefore taken up by many municipalities in their policies and policy plans. The climate goals of cities are often very ambitious: for example, becoming climate neutral in 2050 or earlier. Currently, one can observe slow rates of CO₂ reduction in cities, and that, municipalities have often insufficiently explored whether their intended policy actually brings them to the long-term objective. The central questions for cities are: how must urban mobility change to achieve climate-friendly mobility? And because also urbanism influences the sustainability of mobility, also: how must the urban structure change to achieve climate-friendly mobility? Finally, do cities know whether they are sufficiently on track towards their climate aims and making mobility climate-friendly?

These general questions are the starting point of the project 2050 CliMobCity. More precisely, the project is organized around three learning issues: 1) identify measure packages leading to a city's long-term climate aims, 2) how can the large scale electrification of road transport take place and 3) how can integrated municipal information and communication systems substantially contribute to carbon reduction of urban mobility? Issues 2 and 3 can be seen as a part of issue 1.

For these issues the partner cities can benefit from mutual learning, each city having produced good practices in one or more of the three mentioned fields. The project brings these good practices together in a structured way and lets the cities prepare the application of all good practices, mainly in the field of strategic planning. The city partners in the project are Almeria, Bydgoszcz, Leipzig, Plymouth and Thessaloniki. The project also

has two advisory partners, namely Delft University of Technology being the project leader, and Potsdam Institute for Climate Impact Research.

To make these cities know what they need to do in order to respond to their climate aims the project started with a broad orientation of mobility and spatial measures and their impact on CO₂ reduction. After one semester of orientation in the project, each city will define 1 or 2 measure packages of which it believes that they are sufficient to meet its long term CO₂ reduction aim. The measures refer to infrastructure, transport services, mobility regulation, urban densification and allocation of urban functions, pricing policies etc. The horizon is 2050 or an earlier year, dependent on the municipal CO₂ reduction aims. Then the mobility effects of the measure packages will be forecasted by using a transport model. Next, the CO₂ emission from this future mobility will be analysed as well as the spatial impact of the future mobility to assess if the mobility can be spatially facilitated. These working steps can be iterated to achieve more satisfying and feasible results. In choosing these promising measure packages expected costs and other benefits (e.g. reduction of air pollution and noise by CO₂ reduction measures) will be taken into consideration to make well-reasoned package choices. The results of these working steps will be used by each city partner to draw up an action plan. These plans finalise the so called learning phase (first phase) of the project after 3 years.

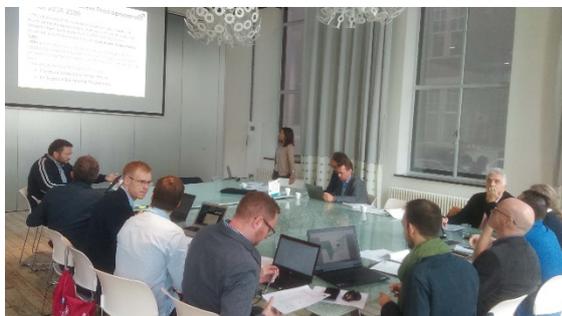
The second phase, lasting one year, consists of monitoring the actions announced in the action plan. The actions can be ones like 1) digesting the findings of the learning phase in formulating a policy document (such as a strategic or tactical mobility or spatial plan and/or programme, or an intention document outlining future plans to be drawn up), 2) starting a further investigation in order to give more stability to the conclusions of the

learning phase, 3) having a regional stakeholder start actions related to a learning issue or 4) starting the preparation of the implementation of a certain reduction measure (e.g. infrastructure or software for information and communication systems promoting sustainable mobility).

Kick off meeting in Delft and study visits in Utrecht and Amsterdam

On 30 September and 1 October 2019 the Interreg project 2050 CliMobCity had its kick-off meeting organised by the Lead Partner Delft University of Technology.

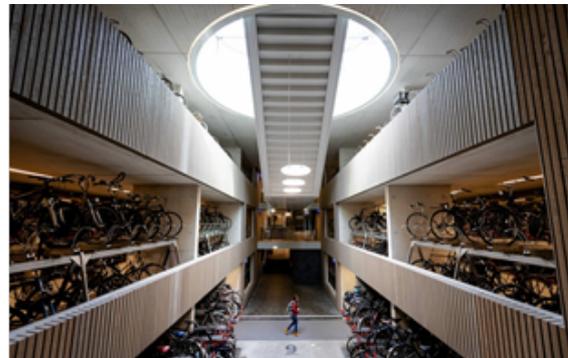
In the morning of the first day the consortium gathered to discuss the working plan regarding the implementation of the project and the city partners gave a short introduction to their current and planned mobility policies.



Partner meeting at Delft University of Technology

In the afternoon a seminar and site visit took place in the city of Utrecht. We visited the bicycle parking facilities at Utrecht Central Railway Station [world's largest bicycle parking garage](#), having a capacity of 12.500 bikes (and together with another bicycle parking garage on the other side of the station the total capacity in this area is around 20.000 bikes). The development of this bicycle garage has been part of a much more comprehensive plan to redevelop the [railway station area](#) to make the station more attractive to travelers and the surrounding area a much more attractive residential area. The bike parking garage is not only unique because of its huge capacity, but also because of its design and

usability. It acts as a great facilitator to support biking and intermodal rail transport.



World's largest bicycle parking garage in Utrecht

Our seminar on the first day was dedicated to E-mobility and our host was the company [LomboXnet](#). The municipality of Utrecht gave a presentation about their long-term policy on electric mobility including the development of charging infrastructure. The company LomboXnet explained their innovative charging infrastructure ([smart solar charging](#)) that is based on the principle of bidirectional charging of car batteries, allowing the exchange of electricity between houses and parked cars, hence providing new capacity for the storage of electricity in off-peak moments, and how this technical concept can also support behavioral measures aimed at sustainable transport, such as reducing own car ownership and supporting car sharing. The bidirectional charging has become of interest for housing corporations in Utrecht, which use the technical innovation to develop new mobility and housing concepts.



Bidirectional charging station in Utrecht

The second day we had a seminar about future-proof mobility and area development, taking place in the district IJburg in the city of Amsterdam. The [city district IJburg](#) has currently 22.000 inhabitants and when the whole district is developed in 2038 it will have 70.000 people living there. TU Delft presented the climate mitigation aims and policies in the field of mobility of Amsterdam, Rotterdam, The Hague and Utrecht. The municipality of Amsterdam presented their vision and plan development of IJburg. Realizing sustainable mobility is a key element in the area development of IJburg. The goal is to have a modal share of 70% for bike and public transport together. Major measures that are being taken are: encouraging the use of sustainable modes, by making public transport and active travel infrastructure (more) attractive, discouraging car use (e.g. with a very low parking standard) and making the city district compact (a housing density ranging from 40 to 75 houses per ha). In addition, the municipality of Amsterdam also presented their policy measures in view of its ambition to have [zero emission in 2030](#), focussing on the mobility measures in particular. The seminar ended with a guided walking tour at Haveneiland being the largest and the most developed Island of the district IJburg so far.



District Haveneiland in IJburg Amsterdam

First regional meeting

At 3 December 2019 the project representatives of our **city partner Leipzig** organized a meeting with all departments of the city of Leipzig dealing with mobility and environmental topics (i.e. department for economic development, department for transport and civil engineering, department for environmental protection, climate protection unit) about the 2050 CliMobCity-project and to engage them in the project. The Lead Partner of the [E MOB-project](#) also joined, since the E MOB-project and 2050 CliMobCity are dealing with a common topic.



Regional meeting in the city hall of Leipzig

Other events

2050 CliMobCity-project at Climate Change conference

In the framework of the project [LIFE ASTI](#) the municipality of Thessaloniki, being a partner in LIFE ASTI, organized a [local conference](#) on 7 October 2019. In this conference several issues regarding climate change were presented by the project partners, academics and representatives of the EU. The municipality of Thessaloniki also gave a presentation entitled "**Urban Resilience and Development Programmes in Municipality of**

Thessaloniki" informing the attendees about its projects regarding climate change, and adaptation and mitigation measures. Among these projects the 2050 CliMobCity project has been presented.



Georgios Papastergios (municipality of Thessaloniki) presents 2050 CliMobCity

Upcoming:

- **Second project partner meeting**, Almeria (Spain), 29 & 30 January 2020