

# 2050 Climate-friendly mobility in cities



## Actions Implementation Monitoring Report

Municipality of Bydgoszcz

Municipality of Plymouth

Municipality of Thessaloniki

Municipality of Leipzig

Potsdam Institute for Climate Impact Research (PIK)

Delft University of Technology (TUD; Project leader)

July 2023

## **Actions Implementation Monitoring Report**

An important part of the Interreg Europe “2050 Climate-friendly Mobility in Cities” project – 2050 CliMobCity in short – is for partner cities to define Action Plans with concrete actions, which were to be implemented before or during Phase 2 of the project, from 1 August 2022 – 31 July 2023.

This report summarizes the cities’ actions, the implementation activities and the impact of the actions (Chapters 3-7), as well as some of the backgrounds of the project (Chapter 1), the function of the Actions and Action Plans (Chapter 2) and conclusions and recommendations on the actions and their implementation (Chapter 7).

**The texts of this report have been compiled from information provided by the partner cities in presentations, in discussions and as presented in iOLF.**

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## 1. 2050 CliMobCity project

### 1.1. Actions Implementation Monitoring Report

An important part of the Interreg Europe “2050 Climate-friendly Mobility in Cities” project – 2050 CliMobCity in short – is for partner cities to define Action Plans with concrete actions, which were to be implemented before or during Phase 2 of the project. This phase, running from 1 August 2022 – 31 July 2023 – was especially intended to implement the actions and to monitor this implementation.

This report summarizes the cities’ actions, the implementation activities and the impact of the actions (Chapters 3-7), as well as some of the backgrounds of the project (Chapter 1), the function of the Actions and Action Plans (Chapter 2) and conclusions and recommendations on the actions and their implementation (Chapter 7).

### 1.2. Project outline and setup

2050 CliMobCity in short is about climate mitigation in the field of urban mobility.

Many regional and local authorities (cities) have formulated ambitious climate aims for 2030 or 2050 in their strategies, policy plans or operational plans. Still, many of these entities are uncertain about if and how they can achieve these goals.

The project aims to inspire and support cities and regions to develop or modify measures, measure packages and strategies so to achieve the aims as defined, and to define and implement concrete actions to contribute to achieving the objectives.

In order to do so, the project engaged in interregional learning – especially via city demonstrations, seminars and workshops and good practices – to be able to define concrete actions to influence the relevant policy instrument(s).

The ‘city demonstrations’<sup>1</sup> include a process to define measures (policy interventions) and measure packages aimed at reducing CO<sub>2</sub>e emissions from mobility, estimate mobility and CO<sub>2</sub>e emission effects, and – if necessary – to tune their ideas. The promising measures and packages can then be suggested to be included in new or updated strategies.

‘Actions’, grouped in Action Plans, are activities defined by the partner cities to take concrete steps in the process of achieving the stated emission reduction goals. The defined actions are inspired by or based upon insights gathered from interregional learning and the city demonstrations.

### 1.3. Interreg Europe on Action Plans

The Interreg Europe programme is designed to support policy-learning among the relevant policy organisations with a view to improving the performance of regional development policies and programmes.

It allows regional and local public authorities and other players of regional relevance across Europe to exchange practices and ideas on the way public policies work, and thereby find solutions to improve their strategies for their own citizens.

One important element of projects in the framework are ‘Action Plans’, one, or a set of multiple concrete actions aiming for changing identified Policy Instruments.

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<sup>1</sup> See report: Summary Report [def. title follows]

Interreg Europe defines this as follows:

“An Action Plan is

- Produced by each region, the action plan is a document providing details on how the lessons learnt from the cooperation will be implemented in order to improve the policy instrument tackled within that region.
- The minimum information to be provided per action includes the way the action is linked to the project, the nature of the activities to be implemented, their timeframe, the stakeholders involved, the costs and funding sources.
- If the same policy instrument is addressed by several partners, only one action plan is required.
- The action plan should also include actions that may have already been initiated in phase 1.”

#### 1.4. Action Plans in the 2050 CliMobCity project

The objective of the 2050 CliMobCity project is to help policymakers to identify, plan and implement mobility policies that support their long-term climate objectives.

Such objectives are defined in regional policy instruments, regional or local (municipal) strategies or operational plans. The actions proposed by the cities aim to support achieving the objectives by changing and improving these strategies, to contribute to the implementation thereof by supplying new knowledge (derived from interregional learning, pilots, good practices) and/or by implementing concrete mobility projects that can function as a pilot, testing ground or example of specific policies.

#### 1.5. Background of the information in this report

The information summarised in this Monitoring Report is compiled from different sources, including:

- The Cities’ Action Plans (for Leipzig, Plymouth, Bydgoszcz and Thessaloniki; published on the 2050 CliMobCity website);
- Minutes of the monitoring meeting minutes (online meetings on 13 October 2022, 16 January 2023 and 5 June; physical meetings on 19 June (Partner Meeting, short formal overview of the progress);
- Action Plan and progress presentations by the cities during these monitoring and partner meetings and the Final Dissemination Event;
- Information submitted by the Cities to the Interreg Europe online application and reporting system (iOLF).

## 2. Action Plans, Actions and Monitoring

### 2.1. Relation to Policy Instruments

All cities identified regional or municipal policy instruments to be addressed in their action plans. These could be Structural Funds operational programmes or regional or local (municipal) strategies, policy plans or operational programmes. In some cases the policy instruments originally mentioned in the application form were in the end-phase of their duration, and were replaced by more recent or current instruments. Some other instruments were updated during the execution of the project, and if necessary, the project aims were updated accordingly.

The Action Plans are aimed to change, influence or further the implementation of the policy instruments.

### 2.2. Definition of Actions

The cities used templates provided by the LP that were derived from the overview of elements to be included in the Action Plans as provided by Interreg Europe and templates of earlier Interreg Europe projects.

The development of the Action Plans took place during Phase 1 of the project (1 August 2019 - 31 July 2022).

Already in the Application Form the Action Plan format was announced, and during the 2<sup>nd</sup> Project Meeting (29 and 30 January 2020) the Action Plan concept was explained to the partners, together with an Action Plan Template overview derived from example projects<sup>2</sup> that published Action Plans via the Interreg Europe website.

During Project Meeting 5b (of 15 and 16 September 2021) the Action Plan concept was again presented, and the proposed approach to develop actions and Action Plans introduced and discussed. During this introduction, the Interreg Europe LAST MILE and TRAM projects were used as source of inspiration of types of actions that could be defined.

The cities used inspiration and insights from the 2050 CliMobCity project demonstrations (measures, measure packages, effects thereof), interregional learning, seminar presentations and good practices to define actions, fitting to the respective needs of the cities, regions and associated policy instruments.

During multiple Project Meetings the progress in the development of Action Plans were discussed. The draft plans were submitted in February 2022 and commented upon and discussed by JS (including during the Mid Term Review on 21 March 2022). The final versions were submitted in May 2022 and published via the 2050 CliMobCity website.

A very important, and also limiting, prerequisite for the actions in the cities' Action Plans was the one-year duration of Phase 2 in which the actions should have been implemented or realised. Some cities already started the implementation of actions immediately after they were defined, so before July 2022 (the formal start of Phase 2 of the project); this also in accordance with the explicit suggestion if Interreg Europe to do so (see Section 1.2).

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<sup>2</sup> Specifically the 'LAST MILE - Sustainable mobility for the last mile in tourism regions' and 'TRAM - Towards new Regional Action plans for sustainable urban Mobility' projects

### 2.3. Approach in Action Plan Monitoring

The project continued having online meetings, now once in about three months and some additional contacts, to discuss the progress on the implementation of the cities' actions:

- Online meetings on 13 October 2022, 16 January 2023 and 5 June;
- Intermediate update interchanges via e-mail;
- Physical meetings on 19 June (Partner Meeting, short formal overview of the progress) and Action Plan presentations during the Final Dissemination Event on 20 June 2023 in Leipzig.

During each of these meetings, the cities' presented their progress with the implementation of the actions, and discussed points of attention and suggestions. These discussions contributed to the interregional learning (for instance regarding necessary processes and procedures in different cities to develop policy plans and to implement facilities), even if this was not formally a goal for Phase 2 of the project.

### 2.4. Actions at a glance

Essentially, four types of concrete actions were defined as actions:

- Analyse the results of demonstrations (measures, measure packages, effects thereof), interregional learning, seminar presentations and good practices to get inspiration for new or additional mobility policy measures and interventions;
- Preparatory steps, including advisory reports, as input for new strategic plans and policies;
- Setting up collaborative arrangements with partners to raise awareness of sustainable mobility, to participate in knowledge exchange initiatives and/or to commence sustainable mobility services;
- Creating infrastructures and facilities for sustainable mobility alternatives such as micro-mobility hubs and electric vehicle charging stations.

### 2.5. Implementation progress at a glance

Almost all proposed actions were indeed fully or at least largely implemented during Phase 2 of the projects, and for the few actions that were not yet fully implemented, realisation is expected before the end of 2023.

The implementation of most actions appear to be quite complex and time consuming, relating to the multitude of stakeholders to be involved – both outside and, not to be underestimated, within the municipal apparatus, and the complexity and intersectoral interwovenness of mobility.

Some action implementations were delayed because of changing priorities in higher administrative levels, others because of their potential (politically) sensitive nature.

This all can be easily understood, because interventions in mobility affect the interests of many (citizens, companies, organisations, politicians) and have to be carefully assessed.



## 3. Action Plan Plymouth

### 3.1. Policy Instrument

The first policy addressed is: “European Regional Development Fund England Operational Programme 2014 to 2020 - Investment priority 4e : Promoting low-carbon strategies for all types of territories, in particular for urban areas, including the promotion of sustainable multimodal urban mobility and mitigation-relevant adaptation measures.”

The Managing Authority (MA) is deemed to be Plymouth City Council, although the delivery structure is more complex: the Dept. of Communities and Local Government of the UK Government determines the national Operational Programme; the Heart of the South West Local Enterprise Partnership (HotSW) sets regional strategic priorities, and it is through this mechanism that Plymouth City Council effects its MA role. Projects are regarded as pre-approved in the context of the national Operational Programme (OP) if consistent with HotSW LEP Structural Fund Strategy, as this proposal is, and therefore letters of support are not provided. This Structural Fund strategy calls for integrated strategies, hence the sub-regional spatial development plan, at an advanced stage of preparation, is also highly relevant: “Plymouth and South West Devon Joint Local Plan: policy SPT9 Strategic principles for transport planning and strategy and policy SPT10 Balanced community transport strategy for growth and healthy sustainable communities.”

The second policy addressed is the “Climate Emergency Action Plan for Plymouth”. Plymouth City Council has declared a climate emergency, with a target of achieving carbon neutrality in the city by 2030. Plymouth City Council’s Climate Emergency Action Plan 3 (2022) describes the actions and policies that will be used to address the climate emergency.

The main objective of the Action Plan is to use learning and model outputs from the project to inform the refresh of the transport policies of the Plymouth and South West Devon Joint Local Plan taking place during 2022/23. Plymouth City Council’s Action Plan for the 2050 CliMobCity project includes an action to ‘Share the findings of Plymouth City Council’s 2050 CliMobCity and carbon modelling work with Plymouth City Council planning and transport planning officers via a presentation and discussion, with a focus on opportunities to strengthen planning and transport policies in the forthcoming review of the Plymouth and South West Devon Joint Local Plan’.

### 3.2. Proposed Actions

The three Actions defined by Plymouth are:

#### **Action 1. Mobility Hubs**

The action entails delivering multi-modal Mobility Hubs across Plymouth, including EV Sites with Rapid charge points, Car Club (shared cars, part of the EV sites) and Social Prescribing.

Specifically:

- 500 electric bikes in conjunction with Beryl;
- 300 electric vehicle charging points in conjunction with Wenea Plymouth;
- Electric vehicle car club in conjunction with Co Cars;
- Electric charging for boats with Aqua Marine.



## **Action 2. Assess 2050 CliMobCity projects for inclusion on Climate Emergency Action Plan (CEAP) 4 and the Net zero Action Plans**

Undertake a thorough review of all presentations, reports and notes relating to all the projects explored and showcased during the 2050 Climate Mobility City project and seminar meetings. Any projects that are assessed as having potential for inclusion in Climate Emergency Action Plan 4 (2023) will be taken forward for further discussion and consideration.

## **Action 3. Strengthening the policy instrument: full leverage the findings of Plymouth City Council's 2050 CliMobCity**

Fully leverage the findings of Plymouth City Council's 2050 CliMobCity mobility and carbon modelling work in the forthcoming formal policy review of the Plymouth and South West Devon Joint Local Plan.

### **3.3. Implementation of Actions**

Regarding the implementation of Actions, Plymouth has achieved the following:

#### **Action 1. Mobility hubs**

Learning gained from participation in the 2050 CliMobCity project was directly informing the detailed planning and design of this Mobility Hub project. The implementation of the action went as planned: 50 e-bike sites are operational, three EV charge point sites are operational and one car club vehicle operational with users have free parking in all resident parking zones.

During the implementation, ideas have evolved: the aim is no longer to put all travel options in one hub, but distributed, in dedicated hub with specific functions. Also, the aim now is to eventually get much more hubs than originally intended.

#### **Action 2. Assess 2050 CliMobCity projects for inclusion on Climate Emergency Action Plan (CEAP) 4 and the Net zero Action Plans**

The systematic assessment has been completed as intended. 46 learning opportunities have been identified with potential for application in Plymouth assessed for the Net Zero Action Plan. Pathways for learning highlighted for the 15+ opportunities that are considered to have potential for application. Because the context in which the Action was envisaged has been changed from the climate emergency action plan to a new Local Action Plan to be developed for 2024, additional actions have been done to tune the findings of the assessment into suggestions for that new Local Action Plan.

#### **Action 3. Leverage findings of CliMobCity to local action plans**

The formal, multi-stage Joint Local Plan process of engagement with the Joint Local Plan team officers, elected members and the public has been substantially delayed due to delayed outcome of national planning policy guidance review. This review heavily influences the context for the Local Action Plans. Still, the findings of the 2050 CliMobCity project have been included in scoping papers for the (new) Local Action Plan. Implementation of the action is anticipated during the remainder of 2023 and 2024.

### 3.4. Impact on the Policy Instrument

The 2050 Climate Mobility Cities project has influenced the revision of the Plymouth Plan, which has aligned it with the declaration of a climate emergency. This is a ground-breaking plan which looks ahead to 2034, setting a shared direction of travel for the long term future of the city bringing together a number of strategic planning processes into one place. It brings together the Plymouth-specific elements of the Plymouth and South West Devon Joint Local Plan, focusing on the city's economy, plans for the city's transport and housing needs, as well as setting out the city's spatial strategy. The revised Plymouth Plan has been approved by the City Council and now incorporates the city's carbon emission reduction ambitions:

<https://www.plymouth.gov.uk/planningandbuildingcontrol/plymouthplan/approvedplymouthplan>

In addition, learning and model outputs from the project are informing the refresh of the transport policies of the Plymouth and South West Devon Joint Local Plan which is taking place during 2022/23. PCC's Action Plan for the 2050 CliMobCity project includes an action to 'Share the findings of Plymouth City Council's 2050 CliMobCity mobility and carbon modelling work with PCC planning and transport planning officers via a presentation and discussion, with a focus on opportunities to strengthen planning and transport policies in the forthcoming review of the Plymouth and South West Devon Joint Local Plan'.

The 2050 Climate Mobility Cities project has provided insight to formulate actions to incorporate into the annually revised Climate Emergency Action Plan for Plymouth. Interregional learning arising from participation in the 2050 CliMobCity project has directly informed the design and planned implementation of action 3.35 (Mobility Hubs) in Plymouth City Council's Climate Emergency Action Plan 3 (2022). And Plymouth City Council's draft Action Plan for the 2050 CliMobCity project includes an action to 'Assess other projects explored / showcased within the 2050 CliMobCity project for potential inclusion in Plymouth City Council's Climate Emergency Action Plan 4 (2023)'.

Interregional learning arising from participation in the 2050 CliMobCity project has directly informed the design and planned implementation of action 3.35 (Mobility Hubs) in Plymouth City Council's Climate Emergency Action Plan 3 (2022). The Plymouth City Council officers working on the 2050 CliMobCity project have liaised with the Leipzig team regarding the Mobility Hubs developed in Leipzig. And the site visits to Holland exploring bike hubs and electric vehicle charging policies and infrastructure were also influential for the Plymouth team in designing the Mobility Hubs initiative.

Plymouth City Council's Climate Emergency Action Plan 3 was approved in January 2022 and incorporated "Commence construction of the Transforming Cities flagship Mobility Hubs, which will offer a low carbon multi-modal network for travel throughout Plymouth." The lessons learnt from the Leipzig team helped the Plymouth team to develop with thinking and plans for Mobility Hubs within Plymouth.

PCC officers involved in the 2050 Climate Mobility Cities project have continued to brief senior management and the Cabinet Member for Strategic Planning and Infrastructure about the city's participation in the project. Plymouth City Council Officers working on the 2050 CliMobCity project took the opportunity to use their learning and the model outputs to inform the emerging regional transport strategy being developed by Peninsula Transport (the Sub-National Transport Body for the far south west region). Mobility Hubs incorporating electric shared bikes, a car club and EV charge points are being developed at up to 50 sites across Plymouth, involving many organisations. The benefits include reduced congestion, reduced carbon emissions and improved connectivity for residents across the city. The benefits will become clear once the impact can be measured.

## 4. Action Plan Leipzig

### 4.1. Policy Instrument

The Action Plan addresses the city's strategy "Leipzig – Stadt für intelligente Mobilität" (Leipzig – City for intelligent mobility"). The strategy strives for environmentally friendly mobility - electricity from renewable energies - fewer particulate matter emissions, CO<sub>2</sub>, noise emissions, sustainable transport development and fewer cars through (e-)car sharing per inhabitant. Additional, part of the strategy is to provide alternative mobility offers such as shared taxis, car sharing (e.g. Clever Shuttle, DriveNow) that respect the individual mobility wishes of citizens as an answer to the mobility requirements of a growing city Presentation of Leipzig as a modern city with a future. This all aiming at securing and developing Leipzig as a sustainable business location - as a prerequisite for services of general interest and prosperity - retaining technology-leading automobile manufacturers and promoting energy and mobility services, and striving for an attractive investment, work, start-up and living location.<sup>3</sup>

### 4.2. Proposed Actions

The Action Plan for Leipzig includes the actions 1 "Sharing of fast charging infrastructure on commercial properties" and 2 "Charging infrastructure for carsharing".

Leipzig used the CliMobCity project as a source for inspiration – as the project underlines the potential and effectiveness of (shared) electric mobility – and as a discussion platform to present and discuss their ideas.

#### **Action 1. Fast charging infrastructure on commercial properties**

Getting fast charging, high-power infrastructure realised can be tedious due to the reluctance of private parties to provide such facilities (in a situation that relatively few cars can use the full capacity), the high demands on the energy provider as well as the lengthy procedures within the city administration itself to get permission to realise these facilities in public space.

In order to be able to move more quickly, the idea was to introduce these chargers on the property of a (city-owned) real-estate company in the area of the former Leipzig Trade Fair, currently a kind of campus for Biotech companies.

#### **Action 2. Charging infrastructure for carsharing**

More and more (ICE) cars must be replaced by BEV cars. This is not only desired by the government, but also by car sharing companies because of the lower total cost of ownership/operation as well as because preferences of the users. Until now, a main obstacle for sharing companies is to find space as fee available public space becomes scarce. The action is therefore aimed at dedicating public space for charging facilities and realising charging systems for shared mobility.

### 4.3. Implementation of Actions

During the elaboration of the Action Plan the city representatives worked together with several stakeholders from different branches. In the field of package delivery service with the companies Hermes and DPD, in the field of mobility services with Leipziger Verkehrsbetriebe, Nextbike, Tier Mobility, Clever Shuttle, Leipziger Transport und Logistik Betriebe GmbH. Next Move and teilAuto, Sächsischer Taxi und Mietwagenverband. We also worked with general stakeholders of the economy e. g. the chambers for commerce and handcraft. In the field of charging infrastructure we worked together with Stadtwerke Leipzig.

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<sup>3</sup> Vorlage IV-DS-03289 Leipzig Stadt der intelligenten Mobilität

Regarding the implementation of Actions, Leipzig has achieved the following (as per June 2023):

### **Action 1. Fast charging infrastructure on commercial properties**

The contract to hand over the space from local real estate service provider for handcraft companies (LGH) and the contracts between LGH and Stadtwerke Leipzig have been prepared and signed. The charging stations have been installed starting from March 2023.

In total, the city aims at opening 5 fast charging stations at specific, company-owned sites where these companies are owned by the city.

### **Action 2. Charging system for car sharing**

The implementation of charging stations for electric carsharing cars is already finished. 8 new stations with 2 charging points each, are build. More and more (ICE) cars will be replaced by BEV cars (not only desired by the government, but also the car sharing companies because of the lower total cost of ownership/operation as well as the users). At the same time, the sharing companies need public space as fee available space becomes scarce. This has been arranged, and indeed charging facilities have been realised – so this action has been done.



## **4.4. Impact on the Policy Instrument**

The policy instrument “Leipzig – Stadt für intelligente Mobilität” (Leipzig – City for intelligent mobility”) was updated with the support of the 2050 CliMobCity project in September 2022. Although the City Council did not yet decided about the this new concept the city administration already works with this instrument. The concept has to pass the clarification with other departments of the city administration e. g. the department of traffic. The main challenge is that the aim of all departments match in the concept. In general the aims are quite the same, but the focus differs a little bit. For example the focus of the department of spatial planning is the be aware of public space. The focus of package delivery providers and the department of traffic is to reduce traffic. An example to reduce the number of deliveries is to install public package boxes, where customers can fetch their package.

So the clarification need time and discussions. The aim is to let the city council decide about the concept in summer 2023.

## 5. Action Plan Bydgoszcz

### 5.1. Policy Instrument

The action plan of Bydgoszcz in the 2050CliMobCity project will support the ERDF policy instrument “The Regional Operational Program for the Kujawsko-Pomorskie Voivodship 2014-2020; Priority 4e Promoting low-carbon strategies for all types of territories, particularly for urban areas, including support for sustainable urban mobility and adaptation measures having a mitigating effect on climate change” by highlighting not only the need to undertake general initiatives to reduce CO<sub>2</sub> emissions from the mobility sector, but also by identifying specific actions that can eventually contribute towards effective implementation of the ERDF objectives:

- Improving the efficiency of urban transport and freight system in the city;
- Promotion of sustainable and integrated transport and land use planning;
- Promotion of alternative transport schemes by installing the appropriate infrastructure in the city’s public space;
- Raising the citizens’ awareness of sustainable mobility by targeted campaigns and joint initiatives with specific stakeholders to secure low carbon emissions from transport mode choices.

### 5.2. Proposed Actions

The three Actions defined by Bydgoszcz are:

#### **Action 1. 2050 CliMobCity contribution report for the Bydgoszcz Spatial Development Masterplan**

The Action entails to produce a contribution report from the 2050 CliMobCity Bydgoszcz project towards the Spatial Development Masterplan (SUiKZP), which is currently being updated in consultation process.

#### **Action 2. Submitting a technical specifications for tendering a study for micro mobility and car sharing to the municipality.**

The Action is to provide a document formulating the technical specifications for an eventual “Feasibility study into the micromobility and car-sharing development in the City of Bydgoszcz” - clearly outlining the objectives, methods and expected outcomes.

In the future, such a study will eventually yield a high-quality and insightful research and policy material, effectively supporting the Municipality in facilitating the micromobility and car-sharing development in Bydgoszcz.

#### **Action 3. Define technical specifications for a cycle wayfinding system and install a pilot for such a system.**

The Action is a pilot development of wayfinding and signposting elements dedicated for cyclists in the Bydgoszcz central area. These are inspired by analogous solutions present in Dutch, Danish or German cities. Its objective will be to improve the perceived attractiveness of cycling and pave the way towards wider enrolment of dedicated cycling wayfinding system. Given the (relatively short timeframe of this action, only a limited scope of monitoring and evaluation analysis will be viable.

### 5.3. Implementation of Actions

Regarding the implementation of Actions, Bydgoszcz has achieved the following:

### **Action 1. 2050 CliMobCity contribution report for the Bydgoszcz Spatial Development Masterplan**

The findings report has been submitted, and is awaiting the response of the spatial development unit; albeit the informal collaboration was great, there seems now to be some kind of formal hesitation because the agency observes that the scenario analysis is not a formal policy; this finding is actually quite relevant to report (in terms of interregional learning). It is also important to distinguish between 'experiments' and 'policy stances'.

The report has also been submitted to the SUMP of the Functional Area of Bydgoszcz (which has been adopted) and to the public transport development plan.

### **Action 2. Submitting a technical specifications for tendering a study for micro mobility and car sharing to the municipality.**

The technical specification report is drafted in collaboration with the Spatial Planning Department of the Bydgoszcz Municipality and the Road and Public Transport Department of the Bydgoszcz Municipality (ZDMiKP), and is in the final draft phase.

The final technical specification will be submitted to ZDMiKP in July 2023 or shortly after.

### **Action 3. Define technical specifications for a cycle wayfinding system and install a pilot for such a system.**

This Action required external funding and work. For this to work, the city has to apply for an exception of traffic signal systems to the Ministry, and also, various departments should for apply for funding. Bydgoszcz has now decided to focus on the design of the system, especially regarding the type of information to be given to the users.

#### **5.4. Impact on the Policy Instrument**

CliMobCity outputs that were of high interest to the SUMP authors included: the much-needed shifts in LUTI policy; emphasising the influence of soft mobility behaviour schemes (parking policy, car traffic restrictions, consequent promotion of walking and cycling), instead of principal reliance upon hard infrastructure investments and expansions; and especially – raising greater attention towards climate impacts of transport policy. Both teams agreed to follow-up on mutual future developments, both in terms of working meetings, as well as mutual presentations of the final outputs of both documents.



## 6. Action Plan Thessaloniki

### 6.1. Policy Instrument and Proposed Actions

The Action Plan of Thessaloniki targets the Operational Programme of the Region of Central Macedonia and in addition the Operational Programme of the Municipality of Thessaloniki (specifically: Strategic and Operational Plan of the Municipality of Thessaloniki for the years 2019 – 2023).

This instrument refers to the strategic and operational planning of the Municipality for the years 2019 - 2023. These are the years that the current political administration governs the municipality. This type of plans are obligatory, according to the legislation. They are developed inhouse, by the appropriate unit, in this case the Department of Operational Planning and Monitoring of Development Programmes. The Department is already involved in the project; hence the transition of the projects results to the Strategic and Operational Plan of the Municipality are almost certain.

### 6.2. Proposed Actions

For the Action Plan of Thessaloniki the project team developed measure packages for reducing CO<sub>2</sub>e emissions on the basis of enhancing and further elaborating measures considered by the SUMP of the City which is also the result of a consultation procedure between the Municipality, the local stakeholders and the citizens & elaborating accompanying measures, mainly related to Thessaloniki's citizens' behaviour changes.

The measures were pillared on the intervention areas defined by the 2050CliMobCity project, namely: Modal shift, Innovation, City logistics and Energy.

All these measures were chosen together with Municipal Services, the Administration Authority and representatives of Hellenic Institute of Transport (HIT) and were examined through modelling tools. Due to the fact that the action plan was to be implemented and monitored during the second phase of the project, there were some time constraints that were taken into account. The actions defined aimed to influence policy instruments addressed in the application form of the project, which is actually the Operational Programme of the Region of Central Macedonia and in addition the Operational Programme of the Municipality of Thessaloniki.

The four defined Actions in Thessaloniki's Action Plan are:

#### **Action 1. Technical Specifications for the elaboration of the "Sustainable Urban Logistics Plan (SULP)" of the Municipality of Thessaloniki**

A Sustainable Urban Logistics Plan (SULP) will organize the Urban Freight Transport and Distribution system of the city and increase its efficiency and effectiveness in terms of sustainability, as it is responsible for an important percentage of the fuel based vehicle kilometres within the city and congestion, and therefore CO<sub>2</sub> emissions and audio and visual annoyance for the citizens.

#### **Action 2. Sign of the Memorandum of Understanding (MoU) with the Thessaloniki Smart Mobility Living Lab (ThessM@LL) for Real time information services for citizens**

The signing of the MoU will be used for activating city's participation in THESSM@LL in order to be part of the Living Lab ecosystem among other local stakeholders, and to connect to the European Network of Living Labs (ENOLL). Also for using THESSM@LL data and activities towards: Traffic and mobility improvement and integration, Measures validation, Citizens' engagement and behavioural change, and Data-driven decision making for sustainable mobility.



### **Action 3. Pilot installation of micro mobility hubs of electric sharing transport schemes in City's public space**

This action is part of Thessaloniki's final scenario for 2030 time horizon that was developed in the 2050ClimobCity project and more specifically with the BaU scenario and modal shift pillar. It is a totally accompanying and supporting measure to the bike infrastructure implementation and to the shared electric mobility introduction.

### **Action 4. MoU sign with at least one of the Universities' administration of the City Centre, part of which are targeted awareness raise campaigns for University Students' mode choice and information about its impact in the environment, the city and the individuals.**

City's universities are important stakeholders for the city's transition to climate neutrality. Raising awareness with students about sustainable transport choices could change behaviour in a more sustainable direction. The initial plan to signing the MoU is replaced with signing the Climate City Contract in the framework of European Commission Mission NZC in which MoT participates. The CCC aims for climate neutrality, to be achieved including all sectors and sources within city's boundary, including emissions from combustion of fossil fuels for all vehicles and transport. Sustainable Mobility is a priority action. The CCC is developing through collaborative and co-creative process within the city's ecosystem, aims to integrate and accelerate action across all sectors and governance levels.

The nature of the activities of Thessaloniki's Action Plan are based on the planning and promotion of mobility sectors that have not been yet covered sufficiently by the City's existing strategy of reducing CO<sub>2</sub>e due to the fact that the conditions were not mature enough for their actual implementation.

## **6.3. Implementation of Actions**

Regarding the implementation of Actions, Thessaloniki has achieved the following:

### **Action 1. Technical specifications for the elaboration of the sustainable logistics plan (SULP)**

Implementation steps taken to-date:

- Framework of Technical specifications developed with the collaboration of HIT
- In March 2023, initial contacts to include the development of a SULP in the "Metropolitan Strategic Plan for Sustainable Urban Development of the Region of Central Macedonia" call for funding.
- Part of the MoU with ThessM@II (see Action 2) is the support of the MoT by HIT in the development of a SULP.

### **Action 2. MoU for participation in the Living Lab ThessM@LL for real time information services for citizens (also related to the European Network of Living Labs, ENOLL).**

Implementation steps taken to-date:

- Meetings held to define content and data exchange.  
The meetings were held with the Mayor counsellor, Staff members, and HIT representatives. During the meetings the framework of the MoU has been developed, with content upgraded to environmental data exchange apart from mobility data to support the City to climate neutrality transition.
- Administration of the Municipality informed: Recognition of the necessity of collaboration;

- Kick-off promotion during EMW 2022: Introduction of Living Lab services to Thessaloniki's Citizens.
- Development of the MoU: draft version under consultation with MoT departments for approval and final acceptance.
- Official acceptance by the Municipal Council on 8th May 2023 (ΑΔΑ [6ΧΥΨΩΡ5-ΦΧΕ](#));
- Final MoU to be signed September 2023.

### **Action 3. Pilot installation of micro mobility hubs of electric sharing transport schemes in City's public space**

Implementation steps that have been taken to realise two micro mobility hubs were:

- Preliminary Steps, including contacting and aligning partners;
- Planning procedures for the identification of the best locations for the installation of 2 micro mobility hubs;
- Arranging public spaces regulations;
- Tender notice for the procurement of the bicycle - scooters and the appropriate infrastructure;
- Procurement of the fleet, installation & operation of the hubs;
- Demonstration of micro mobility vehicles;
- Kick off promotion of the services to the citizens of Thessaloniki in the framework of the European Mobility Week 2022.



### **Action 4. MoU sign with at least one of the Universities' administration of the City Centre, part of which are targeted awareness raise campaigns for University Students' mode choice and information about its impact in the environment, the city and the individuals.**

Implementation steps taken to-date:

- Preliminary Communication with professors from the Transport Systems Research Group and the Transport Engineering Laboratory of Aristotle University AUTH, one of the universities in Thessaloniki;

- Dissemination of information and implementation of a campaign during EMW 2022 (invitations sent to a large number of AUTH students via emails): bicycle rides for public engagement and familiarization with active mobility in collaboration with Cycling Agency of Thessaloniki, Innovative T-shirt fashion creation contest: "Mix, Match and Move!" with Private Sponsorships to give sustainable transport awards to the winners;
- Official communication and collaboration established through an official letter (from Deputy Mayor of MoT to Vice Rector for Research and Lifelong Learning of AUTH);
- Thematic Workshop organized on campus with the participation of students on May 5th, 2023, held within the framework of the European Commission's Mission NZC; during this event there was a discussion on sustainable mobility issues on campus and in the municipality, fresh ideas for mobility actions integrated into the City Action Plan were recorded aiming for an increased mode choice awareness for university students;
- Future Steps include the signing of the Climate City Contract (CCC) in September 2023 between all stakeholders of MoT ecosystem, including the universities.

#### 6.4. Impact on the Policy Instrument

Due to the fact that in the preparation of Thessaloniki's Action Plan for the CliMobCity project, one of the proposed measures is the strong support towards electromobility, the municipality was able to support the submission of two proposals regarding relative actions. One was the Electric Vehicle Infrastructure Charging Plan with the ultimate objective of optimum location of EVs charging stations, which was accepted for funding by our national Green Fund (budget = 74,400.00 €).

The second proposal was submitted to a national development fund (Antonis Tritsis) and it has to do with the purchase of electric vehicles. Ten electric vehicles will be purchased (budget = 2,948,932.17 €), 5 large ones (trucks etc.) and 5 small-middle ones (cars, vans etc.). These new projects are about promoting alternative mobility solutions and more sustainable and energy-efficient transport systems that will lower GHG emissions.

2050CliMobCity experience helped to shape the proposals for them as it aims to improve the CO<sub>2</sub>-performance of urban mobility. More specifically, the Municipality of Thessaloniki chose to foster electromobility as a measure package of the CliMobCity project. The Action Plan (and the initiatives described therein) has been included in the Strategic and Operational Plan of the Municipality of Thessaloniki for the years 2019 - 2023. Implementation has begun.

In the Operational Programme of the Municipality Measure 1.2 "Clean energy for buildings and transport" is included. Under this measure, Target 1.2.1 is about "Promotion of electric mobility". This target includes the following actions:

- 1.2.1.1 "Supply of electric vehicles of the Municipality of Thessaloniki" - Budget: 559,862.76 € (funding: ERDF 2014-2020);
- 1.2.1.2 "Supply of electric vehicles of the Municipality of Thessaloniki - Supply of five (5) small electric vehicles" - Budget: 267,432.17 € (funding: national Programme "Antonis Tritsis");
- 1.2.1.3 "Supply of electric vehicles of the Municipality of Thessaloniki - Supply of five (5) large electric vehicles (sweepers)" - Budget: 2,681,500.00 € (funding: national Programme "Antonis Tritsis");
- 1.2.1.4 "Supply of electric vehicles of the Municipality of Thessaloniki - For the Sanitation Services" - Budget: 5.025.000,00 € (funding: ERDF 2021-2027);
- 1.2.1.5 "Electric Vehicle Charging Scheme" - Budget: 70,680.00 € (funding: national fund "Green Fund").

Also, in the Operational Programme of the Municipality Measure 1.4.2 “Creating a resilient transport system and sustainable urban mobility” is included. Under this measure, Target 1.2.1 is about “Promotion of sustainable mobility and design of new means of transport”. This target includes several actions among which many are linked to 2050 CliMobCity.

## 7. Conclusions and recommendations

Looking to defined actions and the implementation thereof we can make the following generic observations:

- Actions are clearly inspired and defined on basis of the project activities;
- Different types of actions were defined, tuned to the needs of the specific cities and regions;
- All defined actions contribute clearly – in their specific way - to the aim of achieving mobility related CO<sub>2</sub>e reduction;
- Most actions have been implemented as expected, however, some actions delayed due to ongoing discussions with relevant departments within the municipalities or needed adaptations of the approach motivated by changed national policy frameworks;
- Some actions directly influence the targeted Policy Instruments, others contribute to their implementation, their further development or their intended goals.

Experiences – and recommendations - from the implementation process include:

- Formalizing arrangements, aligning actors and (even) departments within municipalities, bringing about changes in policy processes and getting physical facilities ‘on the street’ can be quite tedious and time consuming; success requires sufficient determination and tenacity;
- An important point of attention in bringing about the needed changes in mobility (and associated energy systems) is the essential role of city administrations in adapting regulation, arranging permits and financial incentive systems; this requires sufficient manpower and expertise;
- During lengthy implementation processes, objectives, conditions, frameworks and financial arrangements can change, asking for agility and flexibility in the plans and processes.