

CITIES WORKING ON MEASURES FOR CLIMATE-FRIENDLY MOBILITY

Many European cities have ambitious long-term goals to reduce CO₂ emissions from mobility. The 2050 CliMobCity project examines which transport policy measure packages (scenarios) seem promising to sufficiently reduce carbon emissions in a space-saving way. In an earlier phase, cities defined measure packages. Now, the mobility effects of these measures have been determined against the backdrop of demographic, economic, spatial and techn(ologi)cal developments.

In the project [2050 Climate-friendly Mobility in Cities \(2050 CliMobCity\)](#), Thessaloniki, Plymouth, Leipzig and Bydgoszcz are exploring options to achieve their long-term climate goals with regard to mobility. They in their explorations and learning process are supported by the advisory partners Potsdam Institute for Climate Impact Research (PIK) and Delft university of Technology (TU Delft).

In an earlier stage of the project each partner city has defined the ‘business-as-usual’ (BAU) scenarios and more ambitious ‘2050 CliMobCity measure package’ scenarios. The BAU scenario of a city typically includes confirmed or recently elaborated strategic mobility plans. The 2050 CliMobCity scenarios include additional measures, like electrification and shared vehicle measures (Thessaloniki, Leipzig), or these and also transport infrastructure and service measures (Plymouth), or these and in addition spatial measures (Bydgoszcz).

The scenarios result in a change of mobility and a reduction of CO₂ emissions. The cities conducted transport model studies and in-depth additional analysis to estimate the mobility effects. Some main results of these estimations are described in Newsletter 3 (<https://projects2014-2020.interregeurope.eu/2050climobcity/library/>).

For Plymouth and Bydgoszcz it is estimated that their BAU scenarios result in a significant increase of car mobility in terms of trips, mileage and modal share, while their 2050 CliMobCity measure packages reduce car mileage and modal share as compared to their respective BAU scenarios. The modelling results for Thessaloniki and Leipzig suggest that their BAU scenarios already lead to a decline of car mileage, car trips and modal share. In Thessaloniki this is especially the result of the commissioning of the metro, in Leipzig of a broad package including substantial public transport measures. The Bydgoszcz explorations show that spatial measures (e.g. directed in- and decrease of areal densities) can increase the sustainability of mobility in magnitudes that could be an interesting alternative to scenarios that mainly focus on the improvement of sustainable transport networks. Also, Bydgoszcz by ways of sensitivity analysis explored the imaginable impact of a change of mobility preferences. These are likely to change on the long term mobility choices (like towards 2050) while most transport models forecast future mobility with on the basis of unchanged mobility preferences.

In a next stage of the project, the CO₂ emission consequences of the estimated mobility effects, other measures (such as electrification) as well as of the effects of city-external developments will be estimated.

Newsletter 3 also summarises a large number of presentations given during the seminars the project held, covering a large range of themes, in the sphere of planning, financing/funding, modelling innovative mobility, freight logistics in relation to cities, approaches or programmes to mobilise citizens and organisations to get involved in sustainable mobility, (pilot) mobility hubs, and electric ferryboats.

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Project website: <http://www.interregeurope.eu/2050climobcity/>

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