climatechampions
local learning communities

ANNEX 2 – PROJECT EXAMPLES

Co-funded by the
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THEORY OF CHANGE PARTNER EXAMPLES

In order to assist with the successful completion of IO3 of the Erasmus + Climate Champions project each partner is invited to provide an example to illustrate ToC development.

01 Farming Rathcroghan

THE START OF THE INITIATIVE

Describe how the initiative leading to change has started, who are the initiators

Rathcroghan is a well-preserved, prehistoric and medieval archaeological landscape located in rich agricultural pasture at the very heart of county Roscommon, Ireland, owned by local farmers who have been farming the land for generations. This landscape of archaeological sites is on tentative list for UNESCO World Heritage Status (Royal Sites of Ireland) in recognition of its national and international significance.

The Rathcroghan area is traditionally associated with beef production and cattle farming more generally; this remains the bedrock of the Rathcroghan farming economy to the present day. About two thirds of the farmers have recorded archaeological monuments or features on their land, and about 60% have swallow holes and/or streams. The local farming community are the initiators of the Farming Rathcroghan project.

DEFINE THE LONG-TERM GOAL

What should be achieved in a longterm?

Farming Rathcroghan project aims to promote the continuation of farming in the Rathcroghan area by providing guidance and economic support for farmers to maintain and enhance the archaeological landscape, while providing co- benefits for a range of services – including biodiversity, carbon sequestration and water quality.

Farming Rathcroghan project objectives;

- Manage the Rathcroghan farming landscape in a sustainable way with a focus on the delivery of good archaeological condition.
- Increase awareness and recognition amongst the local community, the public and tourists of the significance of Rathcroghan as a farmed archaeological landscape and of the central role of farmers in caring for the Rathcroghan living landscape.

MAP THE STAKEHOLDERS

Shortly mention the respective stakeholders see the stakeholder mapping table

Farming Rathcroghan is a well-facilitated and genuine partnership between farmers, agricultural experts, heritage and archaeological experts, the local community tourism social enterprise, and the local community more generally. It is a locally-led project and community group developed by local landowners and stakeholders in 2019, successfully working with 45 local farmers to protect and maintain Rathcroghan archaeology in an agricultural landscape

DEFINE THE PROBLEM

What is the real problem/s related to climate change and biodiversity loss?

The Farming Rathcroghan Project proposes to improve the socio-economic circumstances of farming, through testing innovations in the provision of a range of environmental and ecosystem services designed to protect and maintain the cultural landscape (e.g. landscape quality and archaeological condition, aesthetic and cultural services, promoting quality food production, enhancing biodiversity, improving carbon sequestration and water quality). Farmers in the area are struggling to cope within a production-focused framework, whilst they are open to preserving Rathcroghan but they are under economic and bureaucratic pressure to increase production.

WHAT INTERVENTIONS ARE NEEDED

Think of possible interventions to achieve the desired outcome of your example project, list them with bullets

The project aims are to:

- Manage the landscape in order to sustain a viable and vibrant livelihood for its farming community.
- Promote, preserve and conserve the archaeological, cultural and ecological heritage of the area.
- Improve water quality and biodiversity.
- Promote best practice in relation to carbon sequestration initiatives.
- Devise a system of dynamic pedestrian route-ways to provide public access to the landscape.

Increase awareness and recognition amongst the public of the significance of Rathcroghan as a farmed archaeological landscape and of the central role of its farming community in its care and conservation.

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes.The annual operational measures are designed to deliver on all aspects of the objectives of the project.

- Efficient and effective management and administration of the project to demonstrate capability to complete work in a multi-agency approach within timeframe.
- Multiple farm visits, inspections and results based exercises each year to closely monitor progress of farm actions and archaeological interventions to address issues.
- To provide and support the delivery of quality based information, research and dissemination of information towards a best practice model for farming in archaeological landscape.
- To support archaeological conservation trialling works on selected monuments as part of the project remit to safeguard our cultural heritage for future generations.
- To recognise the importance of climate actions, carbon sequestration water quality, restoration of hedgerows, wildlife biodiversity buffer strips and sensitive farm practices within broader agricultural context.
- Build resilience and adaptability into the project in the areas of new farming practices such as soil compaction, soil nutrients, organic farming and agri tourism so that project is well positioned to adapt to new developments for the future of the EIP model
- Promotion and publicity of current work of project amongst all stakeholders and general public including national and European wide networks.

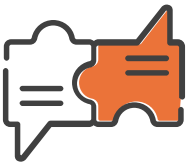
DEFINE INDICATORS FOR IMPACT ASSESSMENT

Identify indicators that demonstrate progress towards the outcomes defined for you example and the respective thresholds

The use of KPIs (key performance indicators) to track developments and measure progress on an annual basis through a range of actions identified.

- Timely and efficient completion of farm visits within calendar year schedule.
- Efficient issuing of result based and action based payments to farmers to ensure support and cooperation of farmers
- Farm Plans developed and consent approval received in effective manner within project timeline.
- Demonstrate the incremental improvement in farm scores throughout lifetime of project.
- Introduction of biodiversity score and biodiversity plans in to annual farm plans.
- Introduction of bespoke farm products to demonstrate innovative nature of project in farmed archaeological landscape.
- Regular community archaeologist meetings to progress issues and complete National l Monuments Service operational requirements.
- Meet all report deadlines and timely manner to Department of Agriculture, Food and the Marine for drawdown of funding.
- Complete farmer training schedules as per requirements of project for 2- 3 sessions of agricultural related
- Ensure annual project target expenditure is reached for each element of the project budget

ANY ADDITIONAL INFORMATION YOU WOULD LIKE TO ADD



All of the objectives, initiatives and developments of the Farming Rathcroghan project reflect Ireland's approach to EIPs, which has been one of the most ambitious and successful in Europe. Community involvement, local ownership and participation has been key to the success of our EIP. The Farming Rathcroghan is an example that demonstrates a genuine bottom-up approach with local communities getting involved and providing solutions.

The EIPs have brought greater public awareness of the wonderful landscape that we all enjoy in Ireland and how that landscape, soil and nature must be supported if we are to continue to produce the high quality food for which we are renowned globally in an environmentally sustainable manner.

The EIPs have shown that they are a successful model and they are a suitable vehicle to accommodating and potential themes for the future such as biodiversity, pollinator project, organic farming, carbon footprint, farm emissions, water quality, farming demographics and gender balance and community farm models. As we enter finalisation arrangements for the current EIP it is important to provide a dedicated forum event so that the conversations around the future for this project are discussed.

02 European E-Learning Institute

THE START OF THE INITIATIVE

Describe how the initiative leading to change has started, who are the initiators

The Climate & Clean Air Coalition (CCAC) works to reduce short lived climate pollutants (SLCP) by supporting partners from all over Europe in the creation of policies and practices to substantially reduce their emissions.

"The Climate and Clean Air Coalition is about remarkable leaders working together to bring solutions to scale. It's about collaboration with national governments, cities, companies, civil society groups, all working together to address today's most urgent problems: the air we breathe and the existential climate change we face." **Andrew Steer President & CEO of World Resources Institute**

The Climate and Clean Air Coalition to Reduce Short-Lived Climate Pollutants (CCAC) was launched by the United Nations Environment Programme (UNEP) on 16 February 2012. **The CCAC aims to catalyze rapid reductions in short-lived climate pollutants to protect human health, agriculture and the environment.** Denmark has been a partner since its inception in 2012. As Denmark continues to lead the way in terms of striving towards a "greener" more sustainable future they work closely with trusted partners in order to help them achieve their outlined goals. This is vital to achieving changes on a large scale.

DEFINE THE LONG-TERM GOAL

What should be achieved in a longterm?

To achieve real and ambitious reductions, the Coalition focuses on **four key strategies:**

1. Enable transformative action by **providing knowledge, resources, and technical and institutional capacity** to **act** and supporting the **sharing of information**, experience, and expertise
2. **Mobilize support** for action to put short-lived climate pollutants on the policy map through **advocacy** at all levels of government and in the private sector and civil society
3. **Increase the availability** of and **access** to **financial resources** to support the successful implementation of scalable, transformational action **Enhance scientific knowledge** to help decision-makers scale up **action** and **promote** the multiple **benefits of action on short-lived climate pollutants**

DEFINE THE LONG-TERM GOAL

What should be achieved in a longterm?

These strategies will lead to:

Health. Action to reduce Short Lived Climate Pollutants has the potential to achieve multiple benefits. For example, each year, more than 6 million people die prematurely from indoor and outdoor air pollution.

Short-lived climate pollutants are largely to blame. Fast actions on short-lived climate pollutants, such as the widespread adoption of advanced cook stoves and clean fuels, have the potential to prevent over 2 million of premature deaths each year.

Agriculture. Reducing methane and black carbon could also prevent major crop losses. Present day global relative yield losses due to tropospheric (The troposphere is the first and lowest layer of the atmosphere of the Earth) ozone exposure range between 7-12 percent for wheat, 6-16 percent for soybean, 3-4 percent for rice, and 3-5 percent for maize.

In addition, black carbon influences the formation of clouds that have a negative effect on the photosynthesis that impacts plant growth. Rapidly reducing short- lived climate pollutants, for instance through the collection of landfill gas or the recovery of methane from coal mines, has the potential to avoid the annual loss of more than 30 million tons of crops.

Climate. Reducing SLCPs could slow down the warming expected by 2050 by about 0.4 to 0.5 °C, **almost halving projected near-term warming** as compared to a baseline scenario. However, this applies to the simultaneous reduction of short and long lived climate forcers.

Reducing short-lived climate forcers without reducing long-lived emissions, especially CO2, would not substantially reduce the amount of warming beyond some decades. Therefore, long-term climate change mitigation implies that reduction in emissions of long-lived forcers cannot be replaced with reduction in short-lived forcers.

MAP THE STAKEHOLDERS

Shortly mention the respective stakeholders see the stakeholder mapping table

Farming Rathcroghan is a well-facilitated and genuine partnership between farmers, agricultural experts, heritage and archaeological experts, the local community tourism social enterprise, and the local community more generally. It is a locally-led project and community group developed by local landowners and stakeholders in 2019, successfully working with 45 local farmers to protect and maintain Rathcroghan archaeology in an agricultural landscape

DEFINE THE PROBLEM

What is the real problem/s related to climate change and biodiversity loss?

The real problems related to climate change and biodiversity loss, as well as short-lived pollutants, are numerous and complex. Some of the key issues are:

Climate change:
Climate change is caused by the increase of greenhouse gases (primarily carbon dioxide) in the atmosphere, which trap heat and cause the planet's temperature to rise. This leads to a range of impacts, including sea level rise, more frequent and severe heat waves, droughts, and storms, and changes to ecosystems and biodiversity.

Biodiversity loss:
Biodiversity loss is caused by a range of human activities, including habitat destruction, overexploitation, pollution, and climate change. This can lead to the extinction of species, disruption of ecosystems, and loss of ecosystem services, such as pollination and nutrient cycling.

Short-lived pollutants:
Short-lived pollutants, such as black carbon, methane, and ozone, have a significant impact on the climate and biodiversity. They contribute to air pollution, which affects human health, and they also have a warming effect on the planet.

Interconnectedness:
These problems are all interconnected and exacerbate each other. For example, climate change can cause biodiversity loss, which in turn can contribute to climate change by reducing the ability of ecosystems to absorb and store carbon.

Addressing these problems will require a range of solutions, including reducing greenhouse gas emissions, protecting and restoring biodiversity, and reducing short-lived pollutants. It will also require collective action at the global level, as these problems affect everyone and cannot be solved by any one country or group alone.

WHAT INTERVENTIONS ARE NEEDED

Think of possible interventions to achieve the desired outcome of your example project, list them with bullets

- **Providing knowledge, resources, and technical and institutional capacity** to **act** and supporting the **sharing of information**, experience, and expertise
- **Mobilize support** for action to put short-lived climate pollutants on the policy map through **advocacy** at all levels of government and in the private sector and civil society
- **Increase the availability** of and **access** to **financial resources** to support the successful implementation of scalable, transformational action
- **Enhance scientific knowledge** to help decision-makers scale up **action** and **promote** the multiple **benefits of action on short-lived climate pollutants**

ASSUMPTIONS AND BARRIERS

Underline assumptions about how desired change is happening, listpossible barriers – use bullets

Change is happening through widespread awareness raising, the coming on board of many European countries and their commitment to making a shift in the use of SLCPs. Barriers include:

- Limited awareness and political will: Many people and politicians are not aware of the impacts of SLCPs or do not see them as a priority compared to other pressing issues. This can result in a lack of political will to invest in reducing these pollutants.
- Cost: In some cases, reducing SLCPs can be expensive. For example, replacing HFCs with more environmentally friendly alternatives can be costly, particularly in developing countries where funding for environmental initiatives is limited.
- Technological limitations: Some sectors may not yet have affordable or viable alternatives to SLCPs. For example, there are limited alternatives to diesel in heavy-duty transportation, which is a significant source of black carbon emissions.
- Lack of coordination: Addressing SLCPs requires a coordinated effort from multiple sectors and stakeholders, including governments, the private sector, and civil society. Lack of coordination and cooperation between these groups can hinder progress.
- Opposition from vested interests: Industries that rely on the production or use of SLCPs, such as the fossil fuel industry or manufacturers of
- HFCs, may oppose efforts to reduce these pollutants in order to protect their profits.
- Implementation challenges: Even when countries have committed to
- reducing SLCPs, there can be challenges in implementing policies and initiatives to achieve those goals, including lack of infrastructure, limited capacity, and weak enforcement mechanisms.

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes.The annual operational measures are designed to deliver on all aspects of the objectives of the project.

Reducing global warming:
SLCPs contribute significantly to global warming, so reducing or eliminating their use can have a significant impact on reducing the rate of global warming.

Improving air quality:
Many SLCPs are also harmful air pollutants that have negative impacts on human health. Reducing or eliminating their use can lead to improved air quality and a reduction in related health impacts.

Enhancing food security:
SLCPs can also have negative impacts on agriculture and food security. Reducing or eliminating SLCPs can improve agricultural productivity and food security.

Saving costs:
While reducing SLCPs may require some upfront investment, the long-term savings can be significant. For example, reducing black carbon emissions can save costs associated with health care and lost productivity due to air pollution-related illnesses.

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes.The annual operational measures are designed to deliver on all aspects of the objectives of the project.

Supporting sustainable development:
Many of the strategies for reducing SLCPs, such as energy efficiency and the use of renewable energy, can also support sustainable development and reduce poverty in developing countries.

Contributing to achieving the goals of the Paris Agreement:
The reduction of SLCPs is seen as a key component in achieving the goal of the Paris Agreement to limit global warming to well below 2 degrees Celsius above pre-industrial levels.

DEFINE INDICATORS FOR IMPACT ASSESSMENT

Identify indicators that demonstrate progress towards the outcomes defined for you example and the respective thresholds

There are several indicators that can be used to signal progress towards the outcomes of reducing the use of short-lived climate pollutants (SLCPs):

Reduction in emissions: One key indicator of progress is a reduction in the emissions of SLCPs, such as methane, black carbon, and HFCs, which can be tracked using emissions inventories.

Adoption of policies and regulations: Another indicator of progress is the adoption of policies and regulations aimed at reducing SLCPs. These can include regulations on vehicle emissions, building codes that promote energy efficiency, and bans on the production and use of certain SLCPs.

Investment in clean technologies: Progress can also be signaled by investment in clean technologies that can help reduce or eliminate the use of SLCPs, such as renewable energy sources, electric vehicles, and alternative refrigerants.

Improvement in air quality: The reduction in SLCPs can lead to an improvement in air quality, which can be tracked using air quality monitoring stations and related health data.

Shown through the commitment of the clean air coalition

Improvement in agricultural productivity: Another indicator of progress is an improvement in agricultural productivity, which can be tracked using measures such as crop yields, food security indicators, and related economic data.

Public awareness and engagement: Progress can also be signaled by increased public awareness and engagement on the issue of SLCPs, as well as the adoption of individual actions to reduce emissions, such as energy conservation and sustainable transportation choices.

03 ADCMoura

THE START OF THE INITIATIVE

Describe how the initiative leading to change has started, who are the initiators

At a time when Portugal is struggling with the effects of climate change, exposing it to the dangers arising from rising sea waters, prolonged droughts and increased risk of fires, and when the great challenge of the coming decades is precisely to reduce greenhouse gas emissions and achieve carbon neutrality in 2050, it can be seen that the transport sector corresponds to about ¼ of the emissions, mainly due to the fact that a large part of the population uses its own car in many of its journeys, instead of the use and active forms of mobility, such as that provided by the bicycle. It is thus not surprising that, in 2018, the ECF - European Cyclists' Federation had placed Portugal in the 27th position out of 28 European countries in relation to the context conditions for cycling, due to the high accident rate and the low modal share of cycling. On the other hand, 2014 data from Eurobarometer indicate that in Portugal only 1% of people use the bicycle as their main means of transport in their daily lives (23% walk, but 47% use the car). According to the same Eurobarometer, Portugal is one of the EU countries where less physical exercise is practised (73% of the Portuguese never do it).

This reality is also felt in the town of Moura, in the south-east of Portugal, where a deep- rooted culture of car-dependence and non-use of forms of active mobility and a strategy of favouring the individual car contribute to hundreds of combustion-powered vehicles entering and circulating every day in the small town of Moura, where about 8,000 people live. In a town with a historic centre with narrow streets and where the extremes of geographical position are only two kilometres apart, it is neither understandable nor sensible that the car should be the means of transport used for most journeys. The main reasons for travelling are work, study and shopping, and the distances involved are often less than 500 metres! In addition, vehicles enter the city to supply commercial establishments. The practical effects of this situation are: frequent traffic congestion in the historic centre, shopping areas and near schools, air pollution with serious consequences for public health (the concentration of gases tends to increase in narrow streets! in addition to the risks and pathologies associated with sedentary lifestyles brought about by abusive use of the car), road safety for pedestrians, especially on roads with narrow pavements or verges, streets transformed into car parks, making rational and sustainable appropriation of public space unfeasible, in short, the external costs of car use which, in Moura, amount to many thousands of euros per year.

THE START OF THE INITIATIVE

Describe how the initiative leading to change has started, who are the initiators

Taking into account the unsustainability of the situation in Moura and what is known about the advantages arising from the promotion of active mobility and, in particular, the growing trend of bicycle use in developed societies - for the excellent cost-benefit ratio and huge advantages it provides in key areas for everyone's quality of life - a group of actors/local leaders (Local Planning and Action Group), interested in solving the problem and as champions of climate change, decide to join forces in order to build and put into practice in the city of Moura a Local Plan for Active Cycling Mobility (PLMAC), thus making it possible to maximise benefits arising from the use of the bicycle in health, economy, employment, environment and citizenship.

The Planning and Local Action Group (Champions for Climate Change) is composed of ADCMoura, Moura City Hall, Moura and Santo Amador Parish Council, Moura School Grouping, Moura Professional School, Beja District Commerce, Services and Tourism Association, Baixo Alentejo Local Health Unit (through Moura Health Centre) Moura's Private Social Solidarity Institutions, a group which adopts participative planning practices based on local and network learning, with a global and systematised approach for the implementation of concrete activities in the short, medium and long term, at various levels of intervention: A) Infrastructure and intermodality, B) Capacity building and support, C) Culture and behaviours. Its action is part of the National Circular Cities Initiative - CircularNet, involving 8 Portuguese cities, including Moura, promoted by the Portuguese government, through the Ministry of Environment and Climate Action. This government programme is aimed at supporting and empowering municipalities and their communities in the transition to a circular economy, active mobility being one of the priority themes. In turn, it is aligned with Sustainable Development Goals numbers 4, 11, 12, 13 and 17 of the United Nations Agenda 2030.

DEFINE THE LONG-TERM GOAL

What should be achieved in a longterm?

To encourage and generalise "cycling" for daily and leisure travel progressively replacing individual transport powered by fossil fuels, making active cycling mobility the most popular way of travelling short distances, enhancing synergies with other forms of active and/or sustainable mobility in the town of Moura and significantly improving the quality of life of its inhabitants, with benefits for health, the economy and employment, the environment and citizenship.

Targets to be reached in 2030 (long-term)

- Modal share of bicycle trips in the town of Moura of 10 %.
- Modal share of trips by electric vehicles other than bicycles in the town of Moura of 10%.
- Total length of cycle paths and/or routes intended exclusively for pedestrians and cyclists in the town of Moura of 2 Km.
- In order to ensure a correct evaluation and monitoring of the results of the Local Plan for Active Cycling Mobility, intermediate targets are also set for 2025.

DEFINE THE LONG-TERM GOAL

What should be achieved in a longterm?

Targets to be reached in 2025 (medium term)

- Modal share of bicycle trips in the town of Moura of 3 %.
- Modal share of trips by electric vehicles other than bicycles in the town of Moura of 5 %. Total length of cycle lanes and/or routes intended exclusively for pedestrians and
- cyclists in the town of Moura of 1000 m.

Targets to be reached in 2023 (short term)

- Preparation of a guiding document, with current diagnosis, identification of advantages and reasons for a Local Plan for Active Cycling Mobility, definition of goals, measures/activities to be implemented and consultation with stakeholders.
- Creation of a Network of Champions for Active Cycling Mobility, which is responsible for promoting and following up the implementation of activities/measures, as well as
- defining the monitoring and evaluation framework for the Plan.

MAP THE STAKEHOLDERS

Shortly mention the respective stakeholders see the stakeholder mapping table

They constitute the Local Planning and Action Group (Climate Change Champions):

ADCMoura - as a local development association with extensive experience in designing and conducting participatory processes and building and operating collaborative networks;

Moura Municipality and the Freguesia de Moura and Santo Amador (Parish Council) - as local authorities aiming to pursue the interests of the population residing in the territory of Moura, through representative bodies elected by them, which hold attributions namely in the fields of urban equipment, urban planning and development;

Agrupamento de Escolas de Moura (Schools Grouping) - as an organisational unit of the educational system endowed with its own administrative and management bodies, comprising establishments for pre-school education and one or more levels and cycles of education, based on a common pedagogical project. One of the Grouping's management bodies is the Grouping's General Council. It is a deliberative and strategically orientated body responsible for defining the guidelines of the school's activity, ensuring the participation and representation of the educational community (teachers, non-teaching staff, students, parents and guardians, local community and local authorities);

Escola Profissional de Moura (Vocational School) - as an alternative educational establishment for young people finishing basic education (9th year), aimed at training intermediate technicians, highly qualified, in a way that is coherent with the needs of the labour market and with the priorities and strategies for local/regional development;

MAP THE STAKEHOLDERS

Shortly mention the respective stakeholders see the stakeholder mapping table

Associação do Comércio, Serviços e Turismo e Comerciantes do Distrito de Beja (trade association) – as an entity representing businessmen in the branches of commerce and services, being able, within the scope of its activity, to create new services and establish partnerships that fit into a pre-defined development strategy and meet the needs of its members;

Baixo Alentejo Local Health Unit (through the Moura Health Centre) - as the entity responsible for the provision of primary health care, as well as for ensuring the public health activities and the necessary means for the exercise of the competencies of the health authority in the municipality of Moura;

The IPSS of Moura - Instituições Particularidades de Solidariedade Social - which include entities that develop social solidarity activities, in areas such as social security, health and education, seeking to respond to situations of social emergency and support the most vulnerable citizens: children and young people in danger; elderly people; people with disabilities and incapacities, etc.

DEFINE THE PROBLEM

What is the real problem/s related to climate change and biodiversity loss?

Contrary to what is the growing tendency of the use of the bicycle in developed societies and what is recommended by the several directives that reflect this theme, at a global, communitarian and national level, the diagnosis of mobility at the level of the city of Moura allows the identification of a predominance of the displacements by car, which has been accentuated in the last years, with impacts that translate into high energyconsumption, increased emissions of CO2, atmospheric pollutants and noise, traffic congestion, poor quality and less potential for the enjoyment of public space by all, that is, negative impacts on economic competitiveness, public health and quality of life of the inhabitants.

Not taking advantage of the potential of bicycle use also has negative consequences in terms of mobility, accessibility and social exclusion, especially for the disadvantaged populations living on the outskirts of the city. The problems related to mobility and fluidity of circulation are particularly acute in the historic centre of the city, where the road network is denser, narrower and more winding, near the commercial establishments and near the teaching establishments, especially at the beginning and end of the school day.

The current prevalence of car use in the community of Moura is not necessarily the result of free choice, but of a set of socio-economic, infrastructural and cultural circumstances, which have conditioned mobility patterns for decades. Thus, in addition to changes at the level of urban planning and infrastructure, it is also necessary to change ingrained behaviours, in a process that is not immediate or linear and that requires solid and continued political leadership and commitment from stakeholders.

WHAT INTERVENTIONS ARE NEEDED

Think of possible interventions to achieve the desired outcome of your example project, list them with bullets

The Local Plan for Active Cycling Mobility in Moura is organised into 6 Strategic. Dimensions, which correspond to the following interventions:

01 - FRAMEWORK AND LEGISLATION
- Regulatory framework ensuring cyclists' safety and comfort
- Territorial regulation favouring active modes of transport

02 - RESEARCH AND DEVELOPMENT
- Deepening and disseminating technical and scientific knowledge

03 - INFRASTRUCTURE AND INTERMODALITY
- Easy and attractive active mobility, with adequate infrastructure
- Promotion of intermodality and integration with public transport

04 - CAPACITY BUILDING AND SUPPORT
- Intervention with pedestrians, cyclists and car drivers
- Specific training for professionals
- Supervision of legal and regulatory non-compliance
- Financial incentives

05 - CULTURE AND BEHAVIOUR
- Promote a strong culture of active mobility (especially cycling)

06 - MONITORING AND EVALUATION
- Monitoring of measures/activities and results
- Performance evaluation and return on investment.

ASSUMPTIONS AND BARRIERS

Underline assumptions about how desired change is happening, listpossible barriers – use bullets

For the Local Plan for Active Cycling Mobility to be successfully implemented, it is necessary to guarantee a set of requirements (critical success factors), without which it will not be possible to achieve the expected results. First of all:

Continued political commitment
- To stimulate the involvement of stakeholders, not only local, but also regional and national, such as central, regional and local public administration, other public and private institutions, and civil society
- Integrate the objectives for active cycling mobility into urban and infrastructure management and planning processes at municipal level.

Adequate funding
- Promote policies and actions, with financial allocations, that are favourable to active transport in the three priority areas of intervention of the Local Plan for Active Cycling Mobility: infrastructures and intermodality, training and support, and culture and behaviour.

ASSUMPTIONS AND BARRIERS

Underline assumptions about how desired change is happening, listpossible barriers – use bullets

Local intervention strategies

- To foster approaches suitable to local specificities in the management of active cycling mobility.

Dedicated and competent human resources

- To promote the internalisation of specific priorities and competencies in the entities/ institutions that are stakeholders in change.

Continuous improvement of products, processes and services

- Ensure comprehensive, consistent and comparable monitoring and critical evaluation of results obtained.
- Encourage critical and reasoned research, analysis and reflection.

Focus on school-age children and youth

- Create conditions for a drastic change of behaviour in the new generations.

Focus on elderly and disabled people

- Ensure good accessibility conditions to public space for people with disabilities and/or reduced mobility.

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes.The annual operational measures are designed to deliver on all aspects of the objectives of the project.

The implementation of the Local Plan for Active Cycling Mobility implies the realisation of detailed measures/activities, duly budgeted and scheduled, namely:

01 - FRAMEWORK AND LEGISLATION

- Review and publish the Regulation of Signaling, Traffic and Parking in the city of Moura.
- Publish Regulation of Active Mobility in Moura.
- Include mechanisms to promote active mobility in municipal legislation (e.g. in the scope of urbanisation and/or building regulations) and in the internal regulations of the
- entities/institutions that are stakeholders (e.g. in the scope of school regulations).

02 - RESEARCH AND DEVELOPMENT

- Support research applied to the local context (e.g. by encouraging and awarding works evel works produced abroad on the theme of active mobility in Moura).
- Promote the sharing of specialised knowledge with the community in an accessible way (e.g. through a website, social media pages, various applications).

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes. The annual operational measures are designed to deliver on all aspects of the objectives of the project.

03 - INFRASTRUCTURE AND INTERMODALITY

- Prioritize, prioritize and promote the implementation of light interventions: test the circulation in an exclusive lane for active mobility, connecting the outskirts to the centre of the city of Moura; implement the car-free day in the historical centre of Moura on Fridays).
- Remove discontinuities and obstructions on the roads and make intersections for cyclists safe and comfortable (at crossings, crossings and other intersections).
- Install bicycle parking facilities (near schools, bus terminal, neighbourhood shopping areas, large shopping centres on the outskirts, public/administrative services, hotels and other tourist accommodation, health centres, public gardens, etc.).
- Install 3 electric bicycle charging points.
- Promote two signposted cycle paths for sports and leisure (connecting the city centre to the peri-urban and rural areas, also promoting cycle tourism).
- Create a warehouse on the outskirts of the city for the transfer of goods between heavy vehicles and cargo bicycles, which will make deliveries throughout the city more efficient and effective.
- Encourage the implementation of a municipal system of shared bicycles (bikesharing) supported by digitalisation (with experimental stations near the Secondary School, City
- Centre and Bus Terminal).

04 - CAPACITY BUILDING AND SUPPORT

- Develop a training framework for children and adults (aimed at developing cycling skills, in a protected context (basic level) and in a road environment (advanced level), including teaching how to ride a bicycle, bicycle maintenance and road citizenship).
- Include cycling as an extracurricular subject (in a delimited and safe perimeter (school
- - 1st cycle), but also in public space (road - 2nd and 3rd cycles and secondary school).
- Reinforce training for road citizenship (of various community groups).
- Promote technical and academic skills (e.g. teachers, architects, engineers, tourism operators, health technicians).
- Train trainers in the field of active and sustainable mobility.
- Carry out local capacity-building and discussion actions (which foster discussion and expand the network of stakeholders involved - champions for the promotion of cycling active mobility and for climate change).
- Promote the preventive dimension in the compliance with the Highway Code and the Active Mobility Regulation in Moura.
- Increase the number of bicycle authority agents (in a pedagogical perspective of affirmation of active modes as fully integrated and legitimized travel options).
- Implement support measures for the acquisition of conventional and electric bicycles (e.g.: via funding from the Environmental Fund; through the municipal budget and other funding lines).
- Increase benefits for public and private entities (e.g.: investment in fleets for professional purposes).

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes. The annual operational measures are designed to deliver on all aspects of the objectives of the project.

05 - CULTURE AND BEHAVIOUR

- Create opportunities to recognise "champions for active cycling mobility" through awards, vouchers, quality seals or other forms (whether collective entities or individual citizens who distinguish themselves by their inspiring example).
- Intervene with school-age youth (in the field of education on active and sustainable mobility and on the importance of accessibility and road citizenship, at all levels of education).
- Promote behavioural change in specific population groups (workers, university students, cyclists, senior citizens and people with reduced mobility, through resources, initiatives and communication campaigns).
- Create an integrated digital communication platform (including website, apps and social networks, centralising and making available useful and relevant resources and information and enhancing communication).
- Encourage and support the organisation of events and initiatives promoted by the community/civil society (car-free day, roadshows, "bicycle train" or group of children cycling home-school-home, accompanied by adult tutors home-school-home, trips on adapted bicycles (trishaws) for elderly and/or people with reduced mobility).
- Promote publicity campaigns and activate partnerships (with local and regional media).

06 - MONITORING AND EVALUATION

- Establishing a set of performance/performance indicators (qualitative and quantitative) allowing the evolution of results to be measured.
- Adapt complementary data collection systems allowing a more detailed reading of relevant dynamics for active mobility (e.g. questionnaires and interviews, official statistics, installation of car or bicycle counters at two of the city entrances; air quality and noise meters).
- Periodically evaluate and review the Local Plan for Active Cycling Mobility.

The following are some of the expected results/benefits, by area:

Health

- Potential reduction in the number of road accident victims.
- Improvement in the general levels of health and well-being of the population. Reduction of sedentary lifestyles, obesity and physical inactivity.

Economy and Employment

- Increase in active tourism.
- Reduction of the weight of fossil fuels in the transport sector.
- Increase employment and value creation in the bicycle sales and repair sector. Reduction of traffic congestion costs.
- Increase in local commerce.
- Reduction of burden on National Health Service. Reduction of road accidents.

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes.The annual operational measures are designed to deliver on all aspects of the objectives of the project.

Environment

- Reduction of pollutant emissions and greenhouse gas emissions in the transport sector. Reduction of noise pollution.
- Promotion of an efficient and sustainable transport system.

Citizenship

- A safer, more accessible and attractive city, favouring active transport.
- Reduction of social inequalities in access to work, education and consumption (namely of underprivileged populations living on the outskirts of the city). Increased mobility independence among the youngest and people with reduced mobility.

DEFINE INDICATORS FOR IMPACT ASSESSMENT

Identify indicators that demonstrate progress towards the outcomes defined for you example and the respective thresholds

Among others, the following indicators are identified:

- Extension of cycle paths or exclusive cycle lanes, in Km
- Number of educational establishments served by the cycling network
- No. of signposted cycling routes between the centre and outskirts of Moura No. of bicycle parking spaces
- Ratio of bicycle parking to car parking Nº of bike-sharing stations
- No. of parking spaces for shared bicycles No. of electric bicycles provided
- Ratio between electric and conventional bicycles Average number of bicycle trips per day
- Average daily number of trips per 1,000 inhabitants
- No. of users of the digital communication platform, discriminating between occasional and frequent users
- Ratio between adherent students per teaching establishment and the total number of students of each establishment
- Satisfaction survey among students and parents to analyse the change in perception in relation to active modes
- Number of public/private entities subscribing to the freight cycling service Number of public/private entities subscribing to investment in a fleet of bicycles for employee transport
- Number of applications submitted by individual/collective promoters for incentives to purchase bicycles
- Number of approved applications
- Number of students (per education cycle) in schools covered by a School Training Plan for Active Modes
- Number of people, from specific population groups, covered by an Active Modes Training Plan
- Number of people learning to ride a bicycle
- Number of children accompanied by adult mentors on bicycle home-school- home journeys
- Number of people who had mentoring for urban cycling
- Number of specific dissemination and awareness campaigns for active modes
- Number of incentive actions for active modes implemented

04

ANATOLIKI SA - ORGANIZATION FOR LOCAL DEVELOPMENT

THE START OF THE INITIATIVE

Describe how the initiative leading to change has started, who are the initiators

"Echedorou Physis" is an environmental group of residents of the village of Kalochori, Thessaloniki, Greece. The establishment of the initiative started during the pandemic of COVID-19, when the discussions about the various environmental challenges and the abandonment of the Delta of the Galikos river and the lagoon of Kalochori became more and more frequent. The initiative started from the citizens of the nearby villages and peri-urban districts of the city of Thessaloniki, as a call to action to keep vivid the childhood memories of the riverbanks and the estuary of Galikos river, being clean and friendly to visit, and who considered the present situation of neglect as inappropriate. After a long-lasting period of discussions, consultations and informal actions, the group took flesh and bones and transformed into a civil non-for-profit organization led by a group of local residents of the area, coming from different backgrounds and professions.

DEFINE THE LONG-TERM GOAL

What should be achieved in a longterm?

The main short-term objective set during the establishment of the environmental group "Echedoros Physis" was the reconstruction of two old, half-destroyed bridges located in a hiking route around the Delta of Galikos river, as a starting point for the rejuvenation of the area and the old routes existing in the territory. In the meantime, several other problems came to the surface, giving a multipurpose goal to the group, addressing the different existing environmental problems. The long-term goal of the group is the increase of the attractiveness of the wetland, being a preserved and sustainable place to visit, contributing at the same time to the solving of the different environmental challenges of the territory.

MAP THE STAKEHOLDERS

Shortly mention the respective stakeholders see the stakeholder mapping table

During all of its operational years, the group has created several synergies with different actors from the town of Kalochori and the Metropolitan area of Thessaloniki. Being a voluntary environmental group of active citizens, "Echedoros Physis" represents at the same time the skills, experience and connections of its members. The group has established several synergies with public bodies and organizations operating in the area, such as the Region of Central Macedonia, the local Municipality of Delta, the Natural Environmental & Climate Change Agency of Axios Delta (N.E.C.C.A.) and other environmental and voluntary organizations. However, "Echedoros Physis" is not connected to any political orientation, being a form of expression of the real needs of the area and the vision of its residents

DEFINE THE PROBLEM

What is the real problem/s related to climate change and biodiversity loss?

The area of Delta of Galikos river and lagoon of Kalochori is a 30.000 hectares protected area, peri-urban territory located only 10 kilometers away from the city center of Thessaloniki and also a protected environmental zone and designated NATURA protected area. Despite its close distance to the urban area, the problems related to the environment, climate change and biodiversity loss are many:

- Pollution from the nearby industrial area
- Illegal fishing of local aquatic species
- Illegal hunting of birds (herons) and other protected species inside the NATURA area
- Disposal of bulky waste inside the lagoon of Kalochori and the seashore of the river ecosystem
- Abandonment of the area

WHAT INTERVENTIONS ARE NEEDED

Think of possible interventions to achieve the desired outcome of your example project, list them with bullets

The possible interventions to achieve the desired outcome of **"Echedoros Physis"** are:

- The reconstruction of the old, half-destroyed bridges along the river
- The rejuvenation of the territory and protection of the environment
- The conservation of the land and aquatic species and biodiversity of the area
- The creation of new and preservation of old hiking routes
- Clean the area from any form of waste and pollution

ASSUMPTIONS AND BARRIERS

Underline assumptions about how desired change is happening, listpossible barriers – use bullets

"Echedoros Physis" aspires that, through the reconstruction of the old bridges and the rejuvenation of the hiking routes, the attraction of tourists and hikers will be a tool for the wider dissemination of the multiple problems, being a form of "call to action" at political level for the preservation of the territory.

Until now, the experience of the members of "Echedoros Psysis" have shown that, despite the effort of minimizing the environmental problems in their area of operation**, the illegal hunting and fishing activities, the disposal of bulky waste and the pollution problems are moving to the nearby territories.**

ACTIVITIES AND OUTCOMES

List of activities and the respective outcomes.The annual operational measures are designed to deliver on all aspects of the objectives of the project.

Until now, **"Echedoros Physis"** has implemented and continues to implement several activities in the area:

- The group has launched a crowdfunding campaign in order to restore the old, half-destroyed bridges located inside the protected area. The financial goal set for the construction works has been almost reached
- The team members voluntarily patrol the area, finding rubbish and any sort of solid waste, informing the local authority to help for their removal
- The team often organizes public calls to citizens for clean-ups in the area
- They have contributed to the rejuvenation of the so called "Red Route" that crosses the protected territory and replaced the worn-out trekking route signs
- "Echedoros Physis" has been very active in the participation in different projects, making at the same time promotion of the Delta of Galikos river and dissemination of the existing problems
- The voluntary group has forwarded many project ideas to representatives of the Region of Central Macedonia, constantly trying the challenges of the area to reach at political level
- "Echedoros Physis" regularly organizes guided tours in the routes around the Delta of the Galikos river and lagoon, with frequent stops in points of interest, where the visitors learn about the fauna and flora of the wetland

DEFINE INDICATORS FOR IMPACT ASSESSMENT

Identify indicators that demonstrate progress towards the outcomes defined for you example and the respective thresholds

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