

2020
CiViTAS
Cleaner and better transport in cities

DESTINATIONS



Measure Evaluation Result

LIM 3.4 - Attractive and accessible public spaces to promote intermodal leisure trips

Project Acronym:	DESTINATIONS
Full Title:	CIVITAS DESTINATIONS
Grant Agreement No.:	689031
Workpackage:	9 - Evaluation
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Date:	17/05/2021
Status:	Final
Dissemination level:	Public

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Executive Summary

Before DESTINATIONS, tourists were mainly using taxis, large public buses, or rented cars to travel around the city. With the implementation of this measure, the main goal was to promote intermodal leisure trips through attractive and accessible public spaces, allowing tourists arriving in Limassol to enjoy an ecological and friendly route to the city centre, sharing ecological means of transport, without strict time frames.

The measure consists of an action/business plan that introduces integrated services for tourists, combining the use of sustainable modes of transport, within the city centre of Limassol. Limassol Municipality created an overall study including an action plan for an ecological route (through sea and land), which allows tourists to visit the most attractive spots of the city. To achieve this, there is the clear need for the creation of “collection points” that combine all means of sustainable transport and a smart message system (LIM 6.4). New routes as well as maps and guides have been developed in order to promote ecological awareness.

This measure is considered to be a case/strategy with main innovative elements that includes the promotion of electro-mobility, shared mobility, and integrated services through smart systems.

Delays in the infrastructure of the 3 municipal collection points and the lack of interested individuals to implement the activities of the measure led to a significant delay. The measure was completed by October 2020. Those delays affected the evaluation period, as the country was in semi-quarantine during November and December 2020, and in full quarantine during January and February 2021, due to the COVID-19 pandemic. The number of tourist arrivals to the country decreased by 95.2% in February 2021 compared to February 2020. As a result, it was only possible to collect data from a small percentage of the surveyed population – with a lack of an adaptation period of the measure, and the lack of people to experience the services of the 3 municipal collection points that were created inside the three municipal parking spaces. Moreover, the season (winter) that the survey was undertaken might also have affected the results.

The number of tourists that visited the ecological route, which included a visit to an attractive spot in the city, reached 37% of the surveyed population despite the semi-quarantine situation in the city, with 100% being satisfied with the solution. Additionally, the number of people who visited the municipal collection points of the municipal parking places of Andrea Themistokleous, Kyriakou Oikonomou and Spyros Araouzos streets in order to combine sustainable transport means for visiting an attractive spot of the city reached 11% of the surveyed population, and all of those people were fully satisfied with the services found at the municipal collection points.

Future activities include meetings with involved stakeholders (Electricity Authority of Cyprus and Bike Sharing Company) to check that the measure continues to run smoothly and for further promotion of the services.

A Description

The measure aims to create an ecological route (Figure 1) through a study and an action plan in the city of Limassol, which allows tourists to visit the most attractive spots of the city by using sustainable modes of transport. The main objective of the current measure is to use a combination of all transport means within the city centre using an integrated system.

For an approximately 2 km stretch of the route, appropriate marking and signage has been applied and necessary facilities have been developed at three municipal collection points. Also, by using those services, tourists and residents are able to schedule their commuting in the city centre by using different mobile modes such as bike sharing, electric scooters, electric vehicles, and PT, and make their transportation more sustainable.

The collection points allow tourists and residents to change from one mobility mode to another by using bike sharing, electric scooters, and electric vehicles and make their commuting in the city centre more sustainable. The new infrastructure comprises approximately all the necessary conditions to serve the users waiting for transport (covered waiting area, message systems, toilets), places for parking of electric cars/bicycles/scooters etc., and infrastructure for transport (charging units).

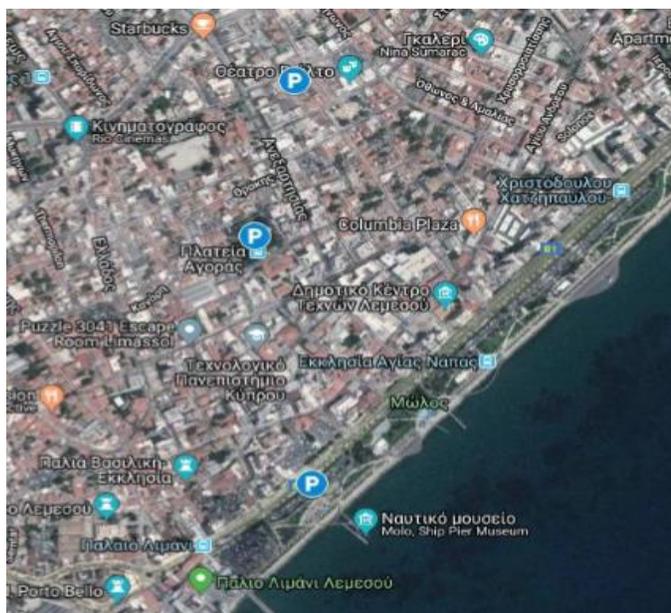


Figure 1: The 3 Municipal Parking – Ecological Route

Additionally, through DESTINATIONS and especially in measure LIM 6.4, “smart message system” electronic displays have been installed in the 3 municipal collection points and in specific points in Limassol city in order to inform residents and visitors about the availability of free parking spaces. This system has been also adopted by measure LIM 3.4, and facilitates the three



Figure 2: Communication material to promote the project

municipal collection points that consists of the ecological route. The distance between the collection points is approximately 600 – 700 meters.

A1 Objectives and outputs

City policy level objectives

The measure is in line with the Limassol Municipality's Strategy according to the measure Sustainable Tourist Mobility Action Plan, contributing to the below objectives:

- Improved urban accessibility
- Enhancement of social cohesion
- Less energy consumption
- Mobility management of the city
- More attractive tourist destination

Measure Specific objectives

- Promotion of an attractive and high-quality public transport service to increase the number of passengers (both residents and visitors)
- Creation of an overall study including an action plan for an ecological route in the city of Limassol which allows tourists to visit the most attractive spots of the city
- The combination of use of all transport means within the city centre using integrated systems

Outputs

- Leaflets and brochures for the communication campaign
- Use of the media and social networks
- Development of 3 municipal collection points with facilities and equipment
- Study for the creation of ecological route¹

Supporting activities

Limassol Tourism Board cooperated with the local authorities to manage, supervise, and implement the ecological route. Limassol Municipality held several meetings with the Electricity Authority of Cyprus and the bike sharing company NextBike CY in order to discuss the possibility for the installation of EV charging stations and bike sharing stations in the three municipal collection points in Limassol.

A2 Inter-relationship with other measures

The measure shares synergies and has a strong interaction with other CIVITAS DESTINATIONS measures as follows:

¹ Extra output with DESTINATIONS budget

- **LIM 2.1:** *Sustainable Mobility Tourist Action Plan for Limassol city centre*, as both measures aimed to increase the satisfaction level of tourists and residents moving across the Limassol city centre by combining sustainable modes of transportation for leisure and daily trips.
- **LIM 3.3:** *Safe routes to school*, as the school community has been educated to use sustainable means of transport, to navigate more safely through the city, and as a result, a series of measures were proposed which led to safer mobility. Therefore, the activities carried out in LIM 3.3 contributes to the fulfilment of LIM 3.4.
- **LIM 4.2:** *Expansion of public bike sharing system, include e-bikes*, as by the application of this measure, the fulfilment of the examined measure will be enabled in terms of more bike sharing stations and an expanded bike system.
- **LIM 6.4:** *Smart parking guidance system*, as the 3-parking involved for the creation of the ecological route are the same used for the installation of the Smart Parking Guidance System (LIM 6.4), with real time information for the availability of the municipal collection points.
- **LIM 7.1:** *Improvement of PT routes, timetables, ticket procedure and bike transportation on buses to make the service more attractive*, as the implementation of this measure improved the PT network and made it more attractive and accessible for tourists and residents, which is the aim of the studied measure.

A3 Target groups and/or affected part of the city or region

Tourists and citizens moving across the region will be influenced by this measure.

A4 Stakeholders involvement

Stakeholder name	Activities description
Chamber of Commerce	Promotion of the measure

Table 1: Stakeholder involvement

B Measure implementation

B1 Situation before CIVITAS

Prior to DESTINATIONS, there were not many public places in Limassol that inspire intermodal leisure trips. One of the major problems that Limassol city centre was facing was the difficulty to move due to excessive traffic, which in parallel caused environmental problems due to increased gas emissions from cars. Consequently, this situation made Limassol's city centre less attractive and an unpleasant place to visit.

B2 Innovative aspects

Tourists arriving in Limassol from all over Cyprus or by cruises, and tourists that are accommodating in the nearby hotels and resorts, are able to have an ecological and people friendly city tour, sharing ecological means of transport, without strict time frames. Therefore, a **new conceptual approach** was considered in this measure. The present measure is a case/strategy with main innovative elements of the promotion of electro-mobility and shared mobility, shared electric cars, integrated services through smart systems, and promotion of using public bicycles and electric scooters. Visitors have a virtual map located in each parking place, indicating their options for visiting key sights in Limassol city centre. Limassol Municipality aims to use upgraded electronic information systems on the ecological path and generating electric vehicle refueling stations.

B3 Technology development

No new technology was applied in this measure.

B4 Actual implementation of the measure

A strategic plan was completed and approved in November 2016 by Limassol Municipality, with the identification of the 3 municipal parking spaces in which the **3 municipal collection points** have been located for its creation and the design of the **ecological route**.

Several meetings were held on behalf of Limassol Municipality with key stakeholders regarding technical specifications for the construction works of the infrastructure for the 3 municipal collection points, which were later installed at Andrea Themistokleous, Kyriakou Oikonomou, and Spyros Araouzos street (Epixosi) locations.

For the development of the 3 municipal collection points, all necessary works and infrastructure has been developed/constructed in order to serve users. The collection points included the construction of the kiosks, toilets, signage, the installation of static signs with information of nearby points of interest, the installation of bike stations, as well as the installation of cables regarding the provision of electricity supply of EV charging stations that can be installed in the future.

The collection points are facilities that allow tourists and residents to change from one mobility mode to another, allowing tourists and residents to move around with bicycles and electric scooters and other electric vehicles. These places comprise approximately all the necessary infrastructure to serve the users waiting for transport (covered waiting area, message systems, toilets), places for parking of electric cars/bicycles/scooters etc. and infrastructure for transport (charging units). Smart message systems (smart/electronic and conventional), sensors in the route, variable message panels and suitable software have been installed in “municipal collection points” in order to inform users about the availability of all transport means (LIM 6.4).



Figure 3: Facilities in municipal collection points

Furthermore, the 3 municipal collection points are surrounding with accessible crossings which are linked to the PT system, while at the point of the crossings, people with disabilities have guidance on accessibility to the nearby areas.

The stakeholders involved for the development of the **ecological route** were the company that undertook the research and the study visit part, Ioakim and Loizias Architectures, as well as the company that undertook the implementation and the upgrade of the 3 municipal collection points.

Limassol Municipality launched a tender call for procurement procedures to find the candidate that would make all necessary interventions and constructions for the creation of the ecological route in September 2017, without any tenders received. After communication with the Treasury Department of Cyprus, Limassol Municipality proceeded to a closed invitation in September 2018 in order to implement the measure.

Additionally, Limassol Municipality held several meetings with the Electricity Authority of Cyprus, who is responsible for all electricity matters of the island and is the only supplier for the EV charging points in Cyprus. Also, Next Bike CY, the bike sharing company, supported the action.

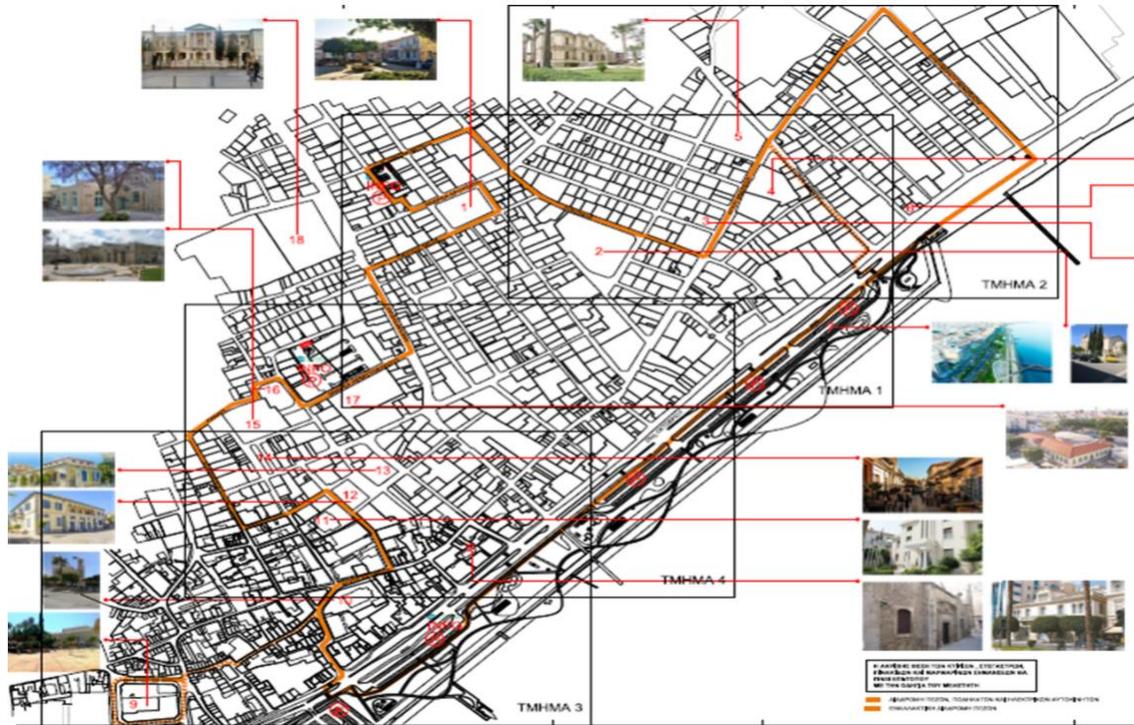


Figure 4: Informative board which contains the points of interest

For part of the ecological route of approximately 2 kilometers within the city centre, signage has been applied and necessary facilities have been developed at the collection points, through DESTINATIONS funding. The new services of the ecological route includes: Bike Sharing station, toilets, signage to allow tourists and residents to visit nearby points of interest, kiosk to be used as a waiting area, and provision of electricity supply for future installation of EV charging station. The measure was completed in October 2020.

Additionally, Limassol Municipality, in collaboration with LTC, designed a **communication strategy** to promote the project and the facilities of the ecological route. LTC designed and printed leaflets with a map and information regarding ecological route facilities and Limassol Municipality designed and produced communication material such as notebooks, USBs, and reusable face masks. Also, Limassol Municipality organized, in collaboration with NextBike CY, an event in November 2020 but due to restrictions of COVID-19 this event was cancelled.



Figure 5: Leaflet to promote the Ecological Route

C Impact evaluation

C1 Evaluation approach

Expected impacts and indicators

Impact category	Impact indicator	Unit of measure
Society	1- Number of residents and tourists that visited the "ecological and friendly path"	Nº
Society	2- Satisfaction level with the "ecological and friendly path" experience	%
Society	3- Number of residents and tourists that visited the municipal collection points to combine sustainable transport means for visiting an attractive spot of the city	Nº
Society	4- Satisfaction level with the municipal collection points	%

Table 2: Expected impact and indicators

Method of measurement

Impact indicator	Method*	Frequency			Target Group	Domain (demonstration area/city)
		Bef.	Dur.	Aft.		
1- Number of residents and tourists that visited the "ecological and friendly path"	S	n.a	51	52	Residents and tourists	Demonstration area
2- Satisfaction level with the "ecological and friendly path" experience	S	n.a	51	52	Residents and tourists	Demonstration area
3- Number of residents and tourists that visited the municipal collection points to combine sustainable transport means for visiting an attractive spot of the city	S	n.a	51	52	Residents and tourists	Demonstration area
4- Satisfaction level with the municipal collection points	S	n.a	51	52	Residents and tourists	Demonstration area

*(Data collection (DC), Estimation (E), Survey (S))

Table 3: Method of measurement

Detailed description of the indicator methodologies:

1 Number of residents and tourists that visited the "ecological and friendly path" – This indicator aimed to assess the number of the surveyed people (57 residents) who used the ecological path to visit an attractive spot of the city by answering the question “Did you use the ecological path to visit an attractive spot of the city?”. STRATAGEM carried out the surveys.

2 Satisfaction level with the “ecological and friendly path” experience – This indicator aimed to assess if the ecological path was deemed attractive for the tourists and residents who visited it, and if they liked the information on the informative board. The questions that the 57 surveyed residents answered were “Did you enjoy the path?”, “Did you find useful the informative board on the ecological path which contains the points of interest?” and “Would you like to visit it again?”. STRATAGEM carried out the surveys.

3 Number of residents and tourists that visited the municipal collection points to combine sustainable transport means for visiting an attractive spot of the city – This indicator aimed to assess mainly if tourists and residents had noticed the installations in the 3 municipal collection points. For this reason, the question applied was “Did you visit the Municipality’s Parking of Andrea Themistokleous, Kyriakou Oikonomou and Spyros Araouzos streets to combine sustainable transport means for visiting an attractive spot of the city”. STRATAGEM carried out the surveys.

4 Satisfaction level with the municipal collection points – This indicator was collected through surveys applied by STRATAGEM to 57 residents. The indicator aimed to assess if the people who visited the municipal collection points had a nice experience. Therefore, the questions “How was your experience?”, “Did you like the facilities there and the informative system”, and “Would you like it to visit it more often?” were asked, rated from Very Good, Good, Neither good nor poor, Poor, and Very Poor.

The Business-as-Usual scenario

Considering the type of indicators, mostly comprised of surveys and indicators whose information was gathered for the first time, carrying out a BAU analysis was not possible. However, in case that the promotion of intermodal leisure trips through the ecological path and the installations in the 3 municipal collection points had not taken place, the tourists and residents would not have the chance to enjoy and use a combination of sustainable means of transport to visit spots of interest around the city.

C2 Measure results

Impact category	Impact indicator	Unit of measure	Baseline	Ex-Ante	Ex-Post
Society	1- Number of residents and tourists that visited the "ecological and friendly path"	Nº	-	10	21
Society	2- Satisfaction level with the "ecological and friendly path" experience	%	-	70	100
Society	3- Number of residents and tourists that visited the municipal collection points to combine sustainable transport means for visiting an attractive spot of the city	Nº	-	50	6
Society	4- Satisfaction level with the municipal collection points	%	-	70	100

Table 4: Measure results

C2.1 Society

1- Number of residents and tourists that visited the "ecological and friendly path"

The number of residents that visited the ecological route to visit an attractive spot of the city was 21 out of 57 from the surveyed population, or 37% of the surveyed population. The local partners consider that, if 37% of the residents of Limassol adhered to the new ecological route, which is an activity much appreciated between tourists, then many more tourists in Limassol will be attracted too due to the nature and the playfulness of the ecological route. Therefore, the adherence among tourists is expected to be much higher.

2- Satisfaction level with the "ecological and friendly path" experience

The percentage of people who enjoyed the path was 100%, who answered "Yes" to the question "Did you enjoy the path?". Additionally, 100% of the surveyed population answered that they would definitely like to visit it again. Moreover, 17 out of the 21 people find the informative boards on the ecological path useful, which contains the points of interest, while only 4 people did not notice them.

3- Number of residents and tourists that visited the municipal collection points to combine sustainable transport means for visiting an attractive spot of the city

The number of people who visited the Municipality's Parking of Andrea Themistokleous, Kyriakou Oikonomou, and Spyros Araouzos streets in order to combine sustainable transport means for visiting an attractive spot of the city were 6 out of 57. Multiple reasons could explain this result, starting with the most important which is the adaptation and acceptance level of people regarding the new initiative. The measure was completed, and the surveys started straight away; therefore, the promotion of the initiative was launched too close to the surveys and more time was needed to give people the chance to learn about the new initiative. Additionally, during the time period that the surveys were undertaken, the weather was cold (winter period), and people were not very interested to follow such activities. Usually, people are more open and willing to try new experiences during summer. Meanwhile at this time, the city was in a semi-quarantine period with various restrictions during the two months due to the COVID-19 pandemic. Additionally, people

had limited their transfers not only due to the semi-quarantine restriction but also due to the fear of catching the virus (through direct contact or through infected surfaces). Due to the above-mentioned reasons, the small number of people who visited the Municipal collection points to combine sustainable transport means for visiting an attractive spot of the Limassol city is logical.

4- Satisfaction level of visiting the municipal collection points

From the people who experienced the combination of transportation modes in the municipal collection points, they were asked to grade their experience. All the 6 people were “Very satisfied” with the services and liked the facilities and the informative system at the municipal collection points. Additionally, all people would like to visit to have this experience more often.

C3 Quantifiable targets

No.	Target	Rating
1	Less CO2 emissions:1,234 tCO ₂	N/A
2	Less traffic noise: 30 dB	N/A
3	Less energy consumption: 2,049.89 MWh	N/A
4	Less fuel costs: 282,422 €	N/A
5	Less fuel consumption: 227,760L	N/A
6	*Increase the number of residents and tourists that visited the "ecological and friendly path" to 10	***
7	*Satisfaction level with the “ecological and friendly path” experience: 70%	***
8	*Increase number of residents and tourists that visited the municipal collection points to combine sustainable transport means for visiting an attractive spot of the city by 50	0
9	*Satisfaction level with the municipal collection points: 70%	***
10	Improved urban accessibility	*
11	Enhancement of social cohesion	*
12	More attractive tourist destination	*
N/A = Not Assessed 0 = Not Achieved * = Substantially achieved (at least 50%) ** = Achieved in full *** = Exceeded		

*New target, not in GA

Table 5: Assessment of quantifiable targets

Targets from 1 to 5 and from 10 to 12 were planned in the Grant Agreement, but Targets 6 to 9 were new targets adapted to the scope of the measure. In the evaluation phase, after having implemented the actions envisaged in the measure, the locals partner understood that the impacts indicated in the GA were not quantitatively measurable or not possible to be assessed, although it is expected that they would have been reached to a certain extent.

Targets 1 to 5 were not assessed specifically under this measure because it was not possible to monitor the reduction on fuel consumption and cost, CO₂ emissions and energy consumption, or noise pollution related to the creation of the 3 municipal collection points and the ecological route. Though, considering the adherence of the upgraded municipal collection points and the ecological route, it was understood by the local partners that the measure contributed to the common indicators related with CO₂ emissions, energy consumption, noise pollution, and fuel cost and consumption despite not being possible to assess or quantify the specific contribution of LIM 3.4. Nonetheless, the local partners evaluated these indicators specifically under LIM 3.1, LIM 4.1, LIM 4.2, LIM 5.1, LIM 6.3, and LIM 6.4. It should be noted that the results achieved at the site level for these indicators reflect the cumulative effect of the implementation of all DESTINATIONS measures. Under the circumstances explained in section F1, and in order to evaluate the measure, 4 new targets not originally included in the Grant Agreement were analyzed.

Target 6 was exceeded, as 37% of the surveyed population had visited the ecological path to visit an attractive spot. Target 7 was also exceeded, because 100% of the people who visited the ecological path were very satisfied and would like to visit it again.

Target 8 was not achieved, as only 6 people visited the parking place, 46 people less than was expected. The reasons for not achieving this target are explained in section F1 in more detail. Briefly, those reasons mostly rely on the COVID-19 pandemic (restrictions on movement, limited movement due to fear of catching the virus, and very low tourist arrivals,) and the winter period where the surveys took place. However, it is very important to spread the news to let the tourists and residents know and visit it either on a future trip (for tourists) or for trying a different experience in the city (for residents and tourists).

Target 9 was exceeded, as 100% of people who had already visited the municipal collection points were satisfied with the service and liked the facilities and the informative system. Moreover, all people expressed their willingness to visit the parking places more often to have a combination of sustainable modes of transportation to visit different spots of the city.

Target 10 was initially planned in the Grant Agreement but it was not possible to be quantified. However, the local partners consider that the Target has been Substantially Achieved, as all the activities carried out under this measure and the interrelated measures (analyzed in section A2) could lead to the improvement of urban accessibility.

Target 11 was one more target which initially was planned in the Grant Agreement but was not possible to be quantified. Nevertheless, the local partners consider that the Target has been Substantially Achieved, as the cooperation of people to share the available modes of transportation (bicycles, electric scooters etc.) increased social cohesion, if we consider that social cohesion is a way of measuring how close the members of a group are. Another way of

approaching this indicator is to consider what an individual will do in order to protect others, and in that sense, using sustainable modes of transportation is a way to protect yourself and public health as well as the available resources. Therefore, social cohesion has been at least substantially enhanced.

Target 12 was not possible to be quantified but the local partners consider that the Target has been Substantially Achieved, as all the activities carried out under this measure and the interrelated measures (analyzed in section A2) implemented during the DESTINATIONS project contributed to a more attractive tourist destination. The measures added value to the city as the upgrade of the municipal collection points and the ecological route turned people to use more sustainable modes of transportation to move around the region, which overall improved the air and noise pollution in Limassol city centre. Additionally, the infrastructure that was developed under this measure and the interrelated measures made tourist's leisure travelling and mobility options more convenient, which is a very important advantage for visiting a place.

C4 Up-scaling of results

Not applicable.

D Process Evaluation Findings

D1 Drivers

As a Positional driver, the possibility was identified to install the EV charging stations at the three municipal collection points. There is also the opportunity at a political/ strategic level, once there is a strong political receptiveness for the implementation of sustainable mobility solutions, to shift modal patterns towards sustainability. Finally, problem related drivers, once there were not many public places that inspire for intermodal leisure trips in Limassol and this measure implementation motivates the necessity to intervene.

D2 Barriers

The main barrier faced during this implementation was the lack of suppliers interested in carrying out the implementation. This led to a significant delay in the implementation, and simplifying some information regarding the plan and the procurement was necessary. Fortunately, Limassol Municipality followed the National Law of Cyprus for Procurement process and proceeded to a closed invitation in order to complete the measure.

Another barrier was the protests from the residents of the area and the areas next to the municipal collection points for the construction of the toilets. As a result, and to overcome this barrier, municipal collection points lack toilets.

D3 Main Lessons Learned

The present measure is a case/strategy with the main innovative elements of the promotion of electro-mobility and shared mobility, shared electric cars, integrated services through smart systems, and the promotion of using public bicycles and electric scooters. Locals value the creation of such conditions to promote sustainable habits, combining sustainable modes and nature visits in a playful way.

E Evaluation conclusions

The evaluation process demonstrated positive aspects and most importantly, that through the development and implementation of an action/business plan, it is possible to introduce an integrated service to people for combining the use of sustainable modes of transport while exploring attractive spots of the city. The 3 municipal collection points have been created, and the necessary equipment for bike sharing, information kiosks, and toilets were installed. The most relevant achievement is that the people who already visited the ecological route and the municipal collection points were very satisfied and enjoyed the experience as well as are willing to visit them again.

F Additional information

F1 Appraisal of evaluation approach

Due to a lack of individuals interested in this implementation (lack of tenders) to upgrade the 3 municipal collection points in the first tender call in 2017, Limassol Municipality proceeded to a closed invitation in September 2018 in order to implement the measure. Due to the COVID-19 situation, the completion of the measure was delayed, and the development of the necessary facilities of the 3 municipal collection points was finished in October 2020.

Indicators related to the CO₂ emissions, energy consumption, noise pollution, and fuel costs and savings had been planned to be assessed, but since this measure aimed to upgrade the 3 municipal collection points and the development of the ecological route, it was impossible to assess these targets (Targets 1 to 5). However, it is expected that these targets have been achieved through the implementation of the indicators of LIM 3.1, LIM 4.1, LIM 4.2, LIM 5.1, LIM 6.3, and LIM 6.4.

Moreover, Targets 10, 11, and 12 were not possible to be quantified, however it is expected that they have been substantially achieved. This conclusion rises from the successful implementation of the indicators specifically under LIM 3.1, LIM 4.1, LIM 4.2, LIM 5.1, LIM 6.3, and LIM 6.4.

Additionally, the evaluation procedure occurred for only 2 months (November and December 2020) due to the lockdown period that the city faced. As a result, it was only possible to collect data from a small surveyed population (57 residents), with a lack of an adaptation period of the

measure. There was also a lack of people to experience the services of the 3 municipal collection points and the use of the ecological route.

More specifically, in October 2020, the city was still in lockdown (with some breaks in which epidemiologists were observing the pandemic trend), as the city prioritized the health of citizens, but not an entry ban. However, the travellers from most countries had to stay in quarantine after their arrival, and this was probably one more reason for discouraging them from visiting Cyprus. Moreover, Limassol was in semi-lockdown between November and December 2020 and in full lockdown between January and February 2021 (with some days without lockdown for the pandemic observation). After the “free days”, the epidemiologists were able to see that a full lockdown was necessary to protect citizens health.

Statistics from the [Statistical Service of Cyprus](#) recorded 26,108 arrivals & 38,317 departures in November 2020, and 30,099 arrivals & 31,379 departures in December 2020, including citizens and tourists from all over Cyprus. Moreover, the Republic of Cyprus, Ministry of Finance published a [Press Release](#) in March 2020 stating the Tourists Arrivals trend in February 2019, 2020, and 2021. More specifically the press release stated “**Tourist Arrivals -95,2%: The arrivals of tourists reached 5,047 in February 2021, recording a decrease of 95.2% compared to February 2020 (during which 105,592 arrivals were recorded), and a decrease of 95.2% compared to February 2019 (with 105,571 arrivals). For the period of January – February 2021, arrivals of tourists totalled 8,936 compared to 191,214 in the corresponding period of 2020, recording a decrease of 95.3%, as well as a decrease of 95.2% compared to the period of January – February 2019. Arrivals from Greece were the main source of tourism for the month of February 2021, with a share of 44.6% of total arrivals, followed by Germany with 8.7% and Russia with 8.2%. Tourist arrivals from Greece decreased by 77.6% compared to February 2020, arrivals from Germany decreased by 91.3% and arrivals from Russia decreased by 94.8%. For a percentage of 11.6% of tourists, the purpose of their trip in February 2021 was holidays, for 35.2% visit to friends and relatives and for 53.2% business. Respectively, in February 2020, 60.7% of tourists visited Cyprus for holidays, 21.4% visited friends or relatives and 17.8% visited Cyprus for business reasons.**”

Through the project extension (until May 2021), it was possible to complete the evaluation of the measure even with a smaller size of the surveyed population. The surveys took place in November and December 2020, because in January and February 2021 tourist arrivals were even less than in November and December 2020 due to the full lockdown. As in November and December the city was in semi-lockdown, while in January and February of 2021 the city was in full lockdown, it was therefore decided to undertake the surveys during November and December 2020 in order to observe both tourists and residents’ point of view regarding the implementation of the measure. The surveys took place in locations near the 3 municipal collection points. It was possible to approach 57 residents (between November 2020 and December 2020) as people seemed more scared than ever to come in contact with strangers due to the fear of catching the virus even with protection equipment.

Another comment on the measure evaluation is that the results of the surveys might differ if the surveys had been taken 6 months after the completion of the measure and not after some days of the completion of the measure (as it happened). At the same time, the winter period might have

affected the use of the ecological path as well as the use of combined transportation modes to visit attractive spots of the city. Usually, during warmer periods, people tend to explore the city and are more open to try new things such as using a combination of transport modes to explore the city center. This new addition in the city is expected to be used by tourists more than residents as tourists are the ones who would like to enjoy their visited destination to the greater extent while seeing as many spots as possible.

F2 Future activities relating to the measure

Future activities include meetings with involved stakeholders (Electricity Authority of Cyprus and Bike Sharing Company) to check that the measure continues to run smoothly. Additionally, a final event to promote the measure had been organized but rescheduled for later in 2021 due to the COVID-19 situation.