

[City of Ichinomiya – City of Ioannina]

International Urban Cooperation (IUC)

City-to-City Cooperation Program

IUC-JAPAN

Integrated Action Plan

*A roadmap for Sustainable Urban Development Challenges
based on International Urban Cooperation*



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CONTACT INFORMATION:

IUC Lead Contact 1 (Project Coordinator)	
Name:	Prof. Hidefumi IMURA
Title & Department	IUC-Japan Project Coordinator, Professor of Nagoya University
Email:	imura@m02.itscom.net , iuc@iuc-japan.iuc.eu
Phone:	+81(0)90-3100-7341

IUC Lead Contact 2 (pairing coordinator)	
Name:	Sadamitsu Sakoguchi
Title & Department	Pairing Coordinator, Policy Researcher of Institute for Global Environmental Strategies
Email:	sakoguchi@iges.or.jp
Phone:	+81(0)46-855-3865

EU City:	
Project manager:	Georgios Antoniou
Title & Department:	Special Advisor to the Mayor of Ioannina
Email:	mayor@ioannina.gr
Phone:	0030 6932538670
Japan City:	
Main contact name:	Kazuyoshi Nishiki
Title & Department:	Deputy Head of City Planning Division
Email:	tokei@city.ichinomiya.lg.jp
Phone:	+81(0) 586-28-8981

1. CITY OVERVIEWS: context and sustainable urban development challenge(s)

EU City:	Ioannina, Greece
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1.1 City Context – City of Ioannina

Ioannina is the capital and largest city of Epirus, an administrative region in north-western Greece, with a population of 112,486 (2011 census). It lies at an elevation of approximately 500 m above sea level, on the western shore of Lake Pamvotis and is located 450 km northwest of Athens – Capital and 290 km southwest of Thessaloniki, the two biggest cities of Greece. The city presents a significant cultural and educational activity.

Located at the north-west of the Greek Peninsula, Ioannina is at the cross-border area between Albania and Greece. Geographically, the Municipality of Ioannina is found in the internal area of the European Union and specifically at the cross-border region between Greece and Italy.

Strategically, the Municipality of Ioannina forms a geopolitical crossroad of the development axis of north Greece, especially after the construction of the Egnatia Odos motorway. Combined with the Ionian Odos motorway and the E65 motorway, Ioannina is a strategic interchange node of combined transportation due to its proximity to the country's international gateway, the port of Igoumenitsa. Epirus is also home to a number of food and natural resource based businesses and the growth potential of alternative tourism (eco-tourism, etc.) is recognized. Moreover, regional scientific specialization is more in line with regional needs than in some other Greek regions, with a number of specialized centers (notably in agro-food technology).



Image: The position of Ioannina in Greece

The municipality of Ioannina, in terms of population size, ranks 1st among the municipalities of the Region of Epirus and is one of the 10 largest populated cities in Greece. The last census of the Greek Statistic Agency, conducted in 2011, reveals that the real population of Ioannina municipality

amounts to 111,737 inhabitants and has a population density of 278.90 inhabitants per square kilometer. The 2001 census had recorded 97,657 inhabitants with a population density of 242 inhabitants per square kilometer.

Year	Town	Municipal unit	Municipality
1981	44,829	–	–
1991	56,699	63,725	–
2001	61,629	70,203	–
2011	65,574	80,371	111,737

Population census, 1981-2011

Regarding the age structure of the municipality, the population of 60 years and older has the lowest participation (22%) in the total population, while the age group between 20-39 years holds 31%. It is clear that the participation of the productive ages are very high at this distribution. The percentage of female population of the municipality is greater than that of male population, and this is consistent with the distribution of the population by gender in the Region of Epirus. Men account for 48% of the municipality's population (49.2% in the Region) while women account for 52% (50.8% in the region).

According to statistics collected between 2008 and 2011 for the Region of Epiru, employment increased significantly in the trade sector as well as the scientific and technical activities. Moreover, sectors, such as hotels, restaurants and manufacturing, also showed an increase. Conversely, employment has been declining mainly in construction and agriculture, which were the thriving sectors in the past. Reduction was also observed in sectors of transport, arts, entertainment, mining and quarrying.

Ioannina is a privileged area in terms of natural landscapes and water elements that we need to continue investing in upgrading urban sustainability, quality of life and public enjoyment.



Image: Ioannina, lake city

1.2 Identify Sustainable Urban Development challenges that your city is planning to address through the IUC program – City of Ioannina

The City of Ioannina represents a complex, urban ecosystem vulnerable to a series of environmental, social and economic threats. Some of them include extreme poverty, environmental and climatic hazards, air pollution, infrastructure issues, mobility problems etc. Despite the variety of challenges, it is critical for the Municipality to address the issue of the City to be resilient with a focus on the Urban Lake Front.

Main challenges:

The main challenges regarding Urban Resiliency and the Urban Lakefront of the City of Ioannina include:

- Maintaining the public waterfront accessible to more people.
- Rethinking the existing concrete revetment that is in poor condition and results in restricted or eliminated public access to the Lake Pamvotis shoreline.
- Re-designing land uses of the entire area with a focus on accessibility and sustainable urban mobility and with respect to the natural and manmade environment.
- Setting requirements for the determination of land use in the urban lakefront area and settling conflicting land use areas.
- Protecting the lake environment by maintaining the high-quality natural ecosystems and, at the same time, focusing on environmentally degraded areas.
- Developing new leisure activities for citizens and tourists.
- Design of the waterfront bike along with the consummation of the pavement to accommodate a healthy and busy reach of the Pamvotis lakefront.
- Thinking innovative interventions and improvements to reduce flood risks of vital infrastructure
- Re-connecting local economy and the lakefront.
- Developing new business opportunities directly related to the intrinsic cultural, touristic, social and environmental value of the urban lakefront ecosystem.
- Standardizing open and participatory approaches for designing and implementing policies for all actions.

Strategy towards SDG:




The General strategy of the design was based on the following principles:

- Restoration of the natural & visual contact with the water.
- Pedestrian priority. Sufficient space for safe and comfortable pedestrian movement and resting as well as sports activities.
- Safe and comfortable cycle path surrounded by green belts, featuring appropriate entrance/exit points.
- Formation of a low traffic street.



Although sustainable transport is not represented by a standalone SDG in the 2030 Agenda, it is mainstreamed in a direct or indirect manner into many of the proposed SDGs, especially those related to food security, health, energy, infrastructure, cities and human settlements, and climate change. Transport services and infrastructure are essential to achieving most, if not all, SDGs. The 2030 Agenda states that sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries

From all the above, the main challenges related to Sustainable Development Goals that the City of Ioannina tries to tackle include:

	<p>Ensure healthy lives and promote well-being for all at all ages, through introducing new and healthier ways of moving in and around the city</p>
	<p>Make cities and human settlements inclusive, safe, resilient and sustainable. Sustainable mobility can foster resiliency and ensure sustainability by discharging old habits and encourage intelligent and environmental-friendly ways of travelling</p>
	<p>Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation. Under this goal and in particular target 11.2: “By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons” the city of Ioannina aims at becoming more friendly to its citizens and visitors.</p>

Strategic planning:

Strategic development planning in the Municipality of Ioannina takes place at the local level, though it is directly linked to the regional strategic planning outputs, such as the Regional Operational Program of Epirus for PP 2014-2020. Additionally, the relevant Regional Innovation Smart Specialization Strategy (RIS3) contains actions that promote sustainable urban development and integrated territorial investments.

The Municipality has already developed a Strategic Plan for Sustainable Urban Development for the period 2014-2020 and the Cycling Master plan (2011), while the Technical Program also includes projects related to new and updated road infrastructure. Finally, the ongoing Sustainable Urban Mobility Plan for the Municipality of Ioannina will propose strategies and measures related to the priority themes of economic development, quality of life, environment and innovation, and on the basis of solutions related to the improvement of traffic and parking management, active modes planning and infrastructure, as well as public transport enhancement. Indeed, except for restricting the existing bus network, a feasibility study for the implementation of a 13.4 km tramway network has been elaborated. Moreover, considering the challenges defined, a specific study on the home-based-work trips will be done, in order to improve safety targeted actions to modal shift. This analysis will be supported by the involvement of citizens through specific tools that could better understand people’s behaviors and attitudes.

Finally, the city of Ioannina has recently concluded its Strategy on Sustainable Energy. In this strategy, mobility patterns, energy efficient way of moving and a total change in the way we perceive mobility is described.

JAPAN City:

Ichinomiya, Japan

1.3 City Context – City of Ichinomiya

Ichinomiya is a city located in Aichi Prefecture, Japan (Figure 1.3.1). Almost the whole area of the city is flat with the height difference of only 13.3m. The total area was 113.82 square kilometers with about 15.3 kilometers in east and west and about 13.3 kilometers in north and south. As of May 2019, the population of the city is 385,101 and is expected to be declining in the near future. Concern on aging population and declining population density is becoming serious.



Figure 1.3.1: Location of the city of Ichinomiya

Since the city is comparatively in a flat landscape, it is suitable for bicycle use. By aiming to convert mobility from cars to bicycles, reducing the environmental load can be achieved, and therefore the city is focusing on promoting the use of bicycles. The transportation mode share by bicycle in Ichinomiya city is approximately 12%. Though the use of bicycles is promoted, there are many traffic accidents related to bicycles in the city, and improvement of safe and secure bicycle traffic environment is urgently needed.

In terms of the number of casualties per population, it is 1.18 per 1000 in Ichinomiya, which is higher than the combined average with two neighboring prefectures. Also, in the last decade, the number of fatal accidents of bicycle users has been increasing and is much greater than that of automobile (Table 1.3.2).

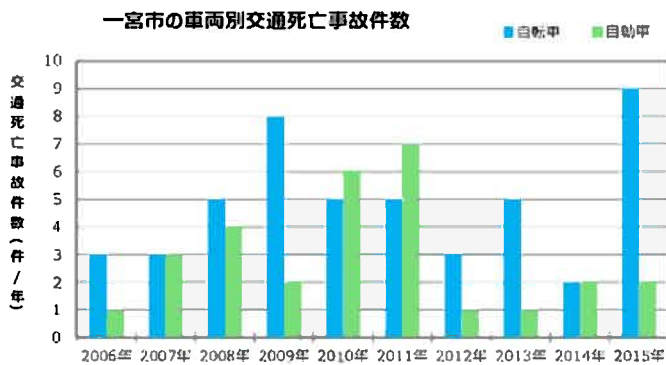


Table 1.3.2: Fatal accidents of bicycle and car users

Given this situation, the city is currently making plans to expand bike path networks in order for bicycles to be used safely. The plans consist of citizens' knowledge and manner improvement for the bicycle use. These combined efforts (looking at both the hard and soft aspects) can bolster the use of bicycles.

Ichinomiya City is also promoting measures to attract people to the riverfront development (Image 1.3.3). Kiso River, a symbol of Ichinomiya City, is running along the north-western part of the city, and the city is putting a lot of efforts into projects at the riverfront. For example, in connection with the bicycle plan mentioned in the previous paragraph, development of a cycling road along the River is underway.



Image 1.3.3: Kiso River and 138 Park

The current total length of the cycling road is around 18 kilometers long, and there are still many areas to improve. The city also promotes "Mizubering 138 Project", which serves as the channel for sending out information on activities along the River, to address challenges, such as raising the attractiveness of the River's natural environment, gathering citizens to the riverside and generating prosperity, drawing attention to the riverfront, and creating ideas for new business opportunities and activities. Lastly, the revetment installed along the River is preventing people and bicycles from approaching the River (Image 1.3.4), and this limits the access to water and riverfront space. In order to make use of the nature of the River, Ichinomiya City is currently creating a "Park Regeneration Plan" with the aim of creating a friendly riverfront environment.



Image 1.3.4: Installed revetment along Kiso River

attractiveness of the River's natural environment, gathering citizens to the riverside and generating prosperity, drawing attention to the riverfront, and creating ideas for new business opportunities and activities. Lastly, the revetment installed along the River is preventing people and bicycles from approaching the River (Image 1.3.4), and this limits the access to water and riverfront space. In order to make use of the nature of the River, Ichinomiya City is currently creating a "Park Regeneration Plan" with the aim of creating a friendly riverfront environment.

1.4 Identify Sustainable Urban Development challenges that your city is planning to address through the IUC program – City of Ichinomiya

Through the cooperation with Ioannina on “Sustainable Mobility and Transport”, Ichinomiya is aiming to address two challenges; (1) enhance bicycle network connectivity, and (2) vitalize waterfront development. Actions for those challenges can contribute to the following SDGs.



Ensure availability and sustainable management of water and sanitation for all

Relevant Target

6.6 By 2020, protect and restore water-related ecosystems, including mountains, forests, wetlands, rivers, aquifers and lakes

6.B Support and strengthen the participation of local communities in improving water and sanitation management



Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Relevant Target

9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities



Make cities and human settlements inclusive, safe, resilient and sustainable

Relevant Target

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

11.3 By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries

11.7 By 2030, provide universal access to safe, inclusive and accessible, green and public spaces, in particular for women and children, older persons and persons with disabilities



Strengthen the means of implementation and revitalize the global partnership for sustainable development

Relevant Target

17.16 Enhance the global partnership for sustainable development, complemented by multi-stakeholder partnerships that mobilize and share knowledge, expertise, technology and financial resources, to support the achievement of the sustainable development goals in all countries, in particular developing countries

17.17 Encourage and promote effective public, public-private and civil society partnerships, building on the experience and resourcing strategies of partnerships

2. AREA(s) of COOPERATION:

Please name and briefly describe the agreed thematic areas of cooperation focused on throughout your participation in the IUC program.

Title of the Partnership Agreement	IUC City-to-City Cooperation Programme
Date of signature:	Sep 28, 2018
Signatory Cities:	EU City: Ioannina JAPAN City: Ichinomiya

2.1 Cooperation Area:

The main interests between Ioannina and Ichinomiya are “Sustainable Mobility and Transport”. Two activities both cities are jointly undertaking are; (1) to enhance bicycle network connectivity and (2) to vitalize waterfront development. These closely link with following areas as well:

- Sustainable energy
- Nature-based Solutions in Urban Planning
- Urban resilience
- Sustainable water resources management
- Tourism and people exchange
- Cultural industry
- Smart cities and smart governance
- Participatory planning

2.2 Focus:

Both cities are trying to enhance usage of bicycles as a transportation mode. Ioannina is going to extend bicycle paths along Lake Pamvotis to promote bicycle use for leisure. Also, there is a plan, though it is still in the very initial phase, to install bicycle routes connecting the central area with the waterfront. Ichinomiya also develops a comprehensive bicycle plan including both hard and soft infrastructure. Ichinomiya is not only continuing improving the bicycle paths along Kiso River, but also planning to install the bicycle lanes from the central area to Kiso River to enhance connectivity.







They both share the presence of water in the city as well. For the city of Ioannina, Lake Pamvotis surrounded by urban and peri-urban areas is the major environmental milestone of the city, and for Ichinomiya, Kiso River contributes in the formation of the natural and cultural character of the city. The challenge includes the sustainable movement of citizens and visitors around the water body.

Through this programme, both Ioannina and Ichinomiya are particularly interested in; knowledge exchange including good and bad practices, and institutional and human capacity building.

2.3 Contribution to the EU Urban Agenda themes:

EU city is requested to name the related **European Urban Agenda theme** (please see table below).

Urban Agenda themes for the city of Ioannina:

Primary target			
 URBAN MOBILITY	Urban mobility		
Complementary targets			
 AIR QUALITY	Air quality	 CLIMATE ADAPTATION	Climate adaptation
 DIGITAL TRANSITION	Digital transition	 SUSTAINABLE USE OF LAND AND NATURE-BASED SOLUTIONS	Sustainable use of Land and Nature-Based Solutions
 ENERGY TRANSITION	Energy transition		

Planned strategies and projects focus in Urban development and strongly relate to: **Urban mobility and development of necessary infrastructure for pedestrians and cyclists.**



WHY the waterfront is important?

The water bodies of the 2 cities constitute the main “**blue space**”. Access to “urban waterfront” is very important for the cities since it relates with multiple urban functions.

It has a direct link to residents and visitors through cultural events, sports, touristic development, major economic activities and leisure while is directly linked to the wellbeing and health of those visiting the space.

Pressures to the ecosystem

There is a strong tension between the urban waterfront and the urbanized area, which is the result of the rapid increase of metropolitan population in the past and the uncontrolled urban land use that significantly reshaped and destroyed the natural landscape and environment.

Focus of the IAC

In the epicenter of the **Action Plan** will be the rethinking of the relationship between the Water Bodies and the urban environment.

Urban waterfront regeneration will be the “**tool**” to achieve the re-consolidation of this relationship and eventually an effective tool for urban planning.

Open channels of dialogue with the people will form the “**map**” to urban renewal.

2.4 Detailed actions of the city of Ioannina:

The vision

The ultimate goal is to create more than 5 kilometers of a lakefront ribbon with bike and walking paths, securing green spaces along the entire distance simultaneously (Figure 2.4.1).



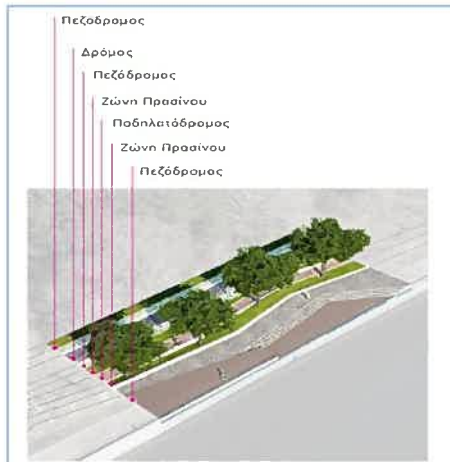
Some of the challenges that the IAC need to take into account and co-evaluate are presented here:

- Re-establish a novel relationship between water and the city.
- The preservation of historical and local heritage while highlighting all the cultural landmarks (castle, buildings, old docks and small natural and manmade harbors etc),
- The improvement of the environmental conditions and water ecology by means of the advanced management processes and the use of environmental friendly material
- Providing of opportunities for new uses and activities,
- Attracting tourists not only at the regional level, but also nationally and internationally,
- Ensuring sustainable mobility along the urban lakefront ribbon and the areas linked to it, and access to walkers, runners and bikers.
- Representing of new economic regeneration opportunities for declining inner city areas,
- Providing new jobs and especially “green jobs”.
- Attracting economic investments and especially on degraded areas,
- Improve of the city’s image which causes right marketing strategies.

Therefore, the urban lakefront constitutes the intersection between different aspects of urban life, community and cultural heritage. Thus, it demonstrates a great potential for becoming a central axis in a new and articulated public space for the entire city.

According to the “Urban Land Institute¹” *Cities seek a waterfront that is a place of public enjoyment. They want a waterfront where there is ample visual and physical public access – all day, all year - to both the water and the land. Cities also want a waterfront that serves more than one purpose: they want it to be a place to work and to live, as well as a place to play. In other words, they want a place that contributes to the quality of life in all of its aspects – economic, social, and cultural.*

With this view in mind, the vision, can be approached as follows:



We want an open-to-the –people lakefront, free from obstacles and constructions that distract visual and physical contact to the water body for residents and visitors. We need to move along the lakefront using our feet and bike in in a car-free space Finally, we need a lakefront that respects the history and the culture of the city, integrates environmental management for the lake and contributes in a positive way in the city's economic situation.

The city of Ioannina seeks to re-invent its urban lake waterfront as a place of public enjoyment, open to all citizens, while at the same time being bike and walking friendly.

Main components of the vision

A sustainable vision for a large regeneration project needs to take into account the following ingredients, as they were pointed out by workshops and living labs, where residents, institutions and the local authorities opened a detailed dialogue:

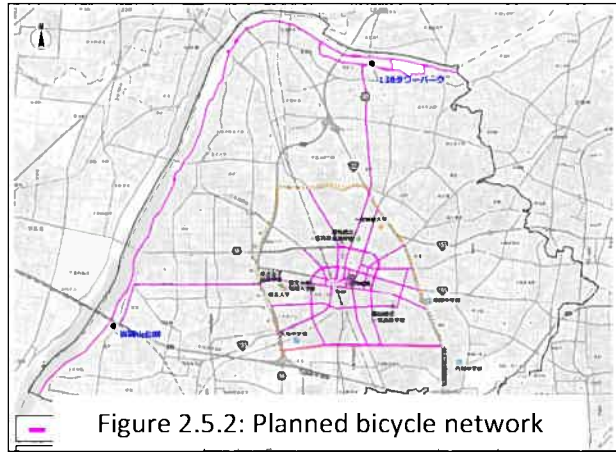
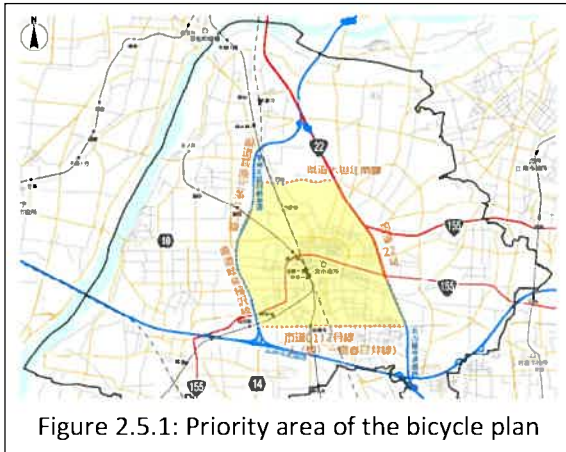
1. Reconnect the lake (water body) and the waterfront to the urban fabric without creating discontinuities.
2. Create high quality green and blue spaces, open to the public.
3. Respect the historic identity of the city and the lakefront by integrating existing cultural and historic landmarks as well as providing new spaces for new cultural activities.
4. Provide sound environmental management through novel processes and materials integrated in the urban planning process.
5. Maximize accessibility for pedestrians and bikers:
 - a. Maximize accessibility to the lakefront by providing physical linkages to the urban core.
 - b. Maximize accessibility along the lakefront by creating bike and pedestrian routes safe from cars and vehicles
6. Render the regeneration planning and implementation phase a community matter by creating a sense of “common ownership”. This will be achieved through an on-going dialogue with all potential stakeholders.
7. Do not design with excessively commercial-tourist functions only in mind. On the contrary, promote a mixed use that aims at the highest social, ecological and economic result.

2.5 Detailed actions of the city of Ichinomiya

In order to enhance bicycle network connectivity and vitalize waterfront development, following plans are underway in Ichinomiya City.

Bicycle Network Plan:

Considering high rate and high number of bicycle accidents, Ichinomiya set the priority areas of plan development (Figure 2.5.1). A highlighted area in the Figure 2.5.1 was set as a priority area for bicycle plan, and the priority area is expected to expand in the future in terms of demand and safety. Currently, bicycle network measuring 70.7 km long has been planned (Figure 2.5.2).



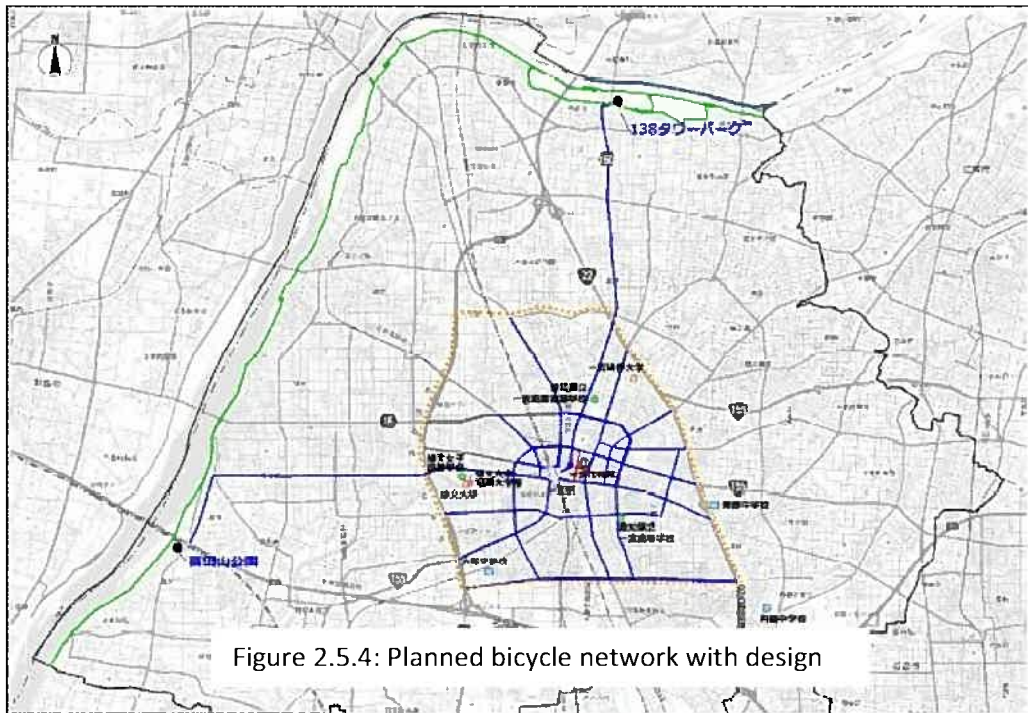
Based on the speed and traffic of cars, designs of bicycle lane will be determined. Refer the matrix and the designs below (Figure 2.5.3).

	A. Speed of car is fast.	B. Neither A nor C.	C. Speed of car is slow and traffic is not heavy.
Separation of cars and bicycles	Structural	Visual	Mixed
Indication	Speed is 50km/h and faster	Neither A nor C.	Speed is slower than 40km/h, and volume of traffic is 4,000 cars/day.
Design	Separated bicycle lane	Bicycle designated lane	Mixed

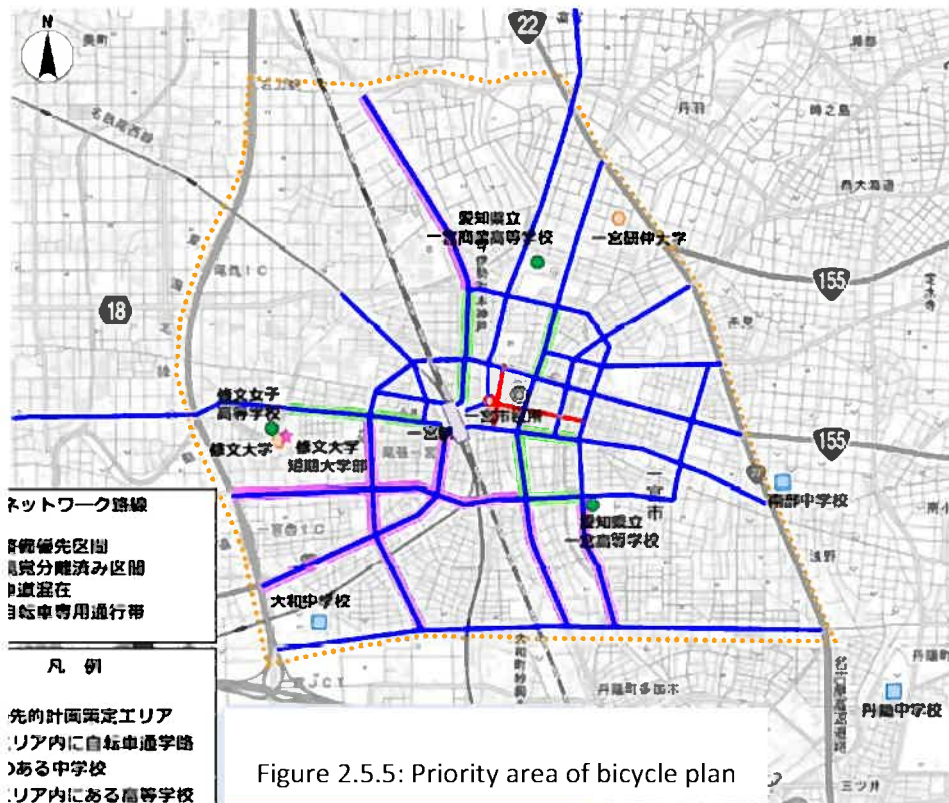


Figure 2.5.3: Design of bicycle lane

Based on the study, designs of bicycle lane are applied to the planned bicycle lane as in the map below (Figure 2.5.4). No separated bicycle lane will be installed, while approximately 47km of bicycle designated lane will be installed.



In order to form bicycle network effectively and efficiently, the priority area is set. 10.3 km out of 70.7 km of bicycle network is inside of the priority area (Figure 2.5.4 and 2.5.5), and construction period is five years from 2020 to 2024.



Cycling road along Kiso River:

Cycling road is running along Kiso River in the northwest of Ichinomiya (Figure 2.5.8). The areas have rich and natural environments and historical and cultural heritage. 138 Tower, which is the symbol tower of the city, is also located adjacent to cycling road (Image 1.3.3, Image 2.5.7).

Most part of the cycling road is flat and wide. Also, there are many benches on the road. As most part of the road is running next to Kiso River, cyclers can enjoy nature and scenery on a bike (Image 2.5.6).



Image 2.5.6: Map of Activities



Image 2.5.7: Map of Activities

Out of 22.8 km of bicycle lane along Kiso River, 18.6 km or of 82% is the maintained road. By 2019, three incomplete sections (red sections in Figure 2.5.8) with the total length of 0.35km will be completed. In the map below, dark green and orange sections are completed, and the sections of white line with green stripe are not completed.

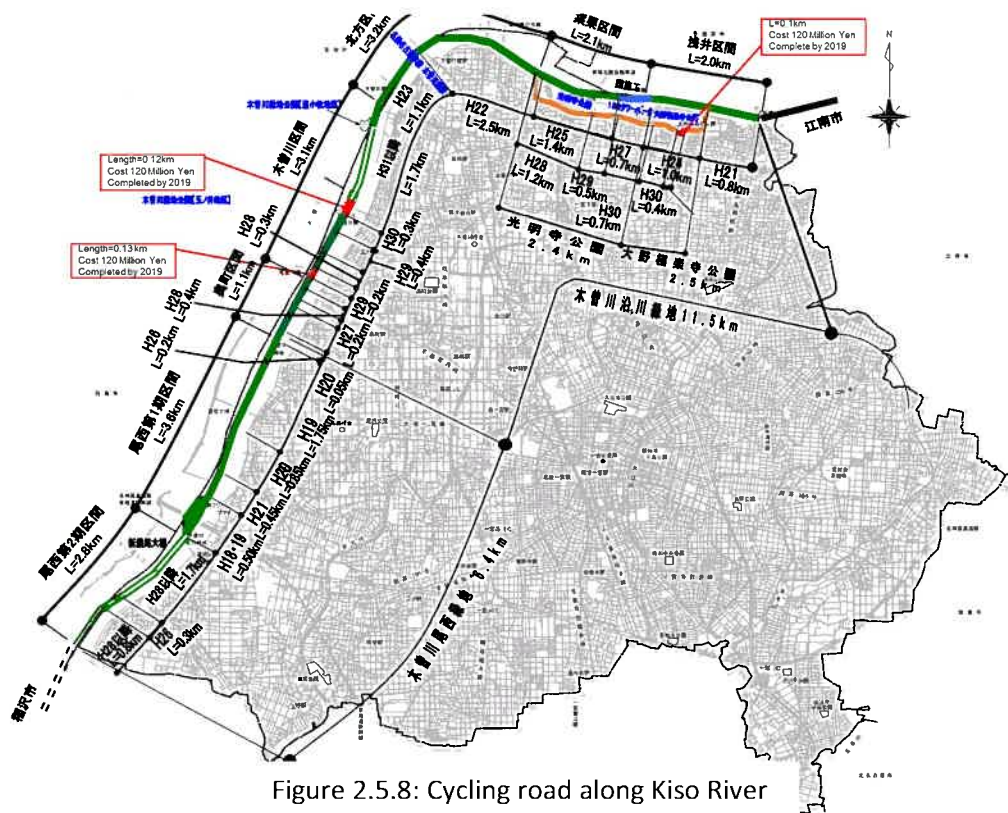


Figure 2.5.8: Cycling road along Kiso River

Revitalization of Tomitayama Park:

The maintenance plan for Tomitayama Park (Figure 2.5.9) is under contemplation. Tomitayama Park located on the southwest of the City with the area of about 10 hectares is located on a riverbed of Kiso River, and is being redeveloped in order to create a lively scene using waterfront environment. Currently, it is considered to establish a venue for bicycle users, a water-sports facility, and a rest facility. Private-sector involvement is also highly expected.

In October 2018, a field work was conducted at the Park to explore the possibility of revitalization. The work was consisted of a survey of users, needs assessment, etc. Several activities were organized at the site: SUP surfing and rafting on the river; cycling; fire balloon; boxing; camping and glamping; and open-air café (Figure 2.5.10).

Through feedback from participants and the survey, many issues as below were identified.

- Request for eating places and kiosks
- Installation of more lavatories
- Improvement of entry points to Kiso River
- Improvement of commanding views
- Installation of playground equipment for children
- More parking spaces
- Creation of eye-catching events
- Comprehensive layout of the Park
- Improvement of PR activities

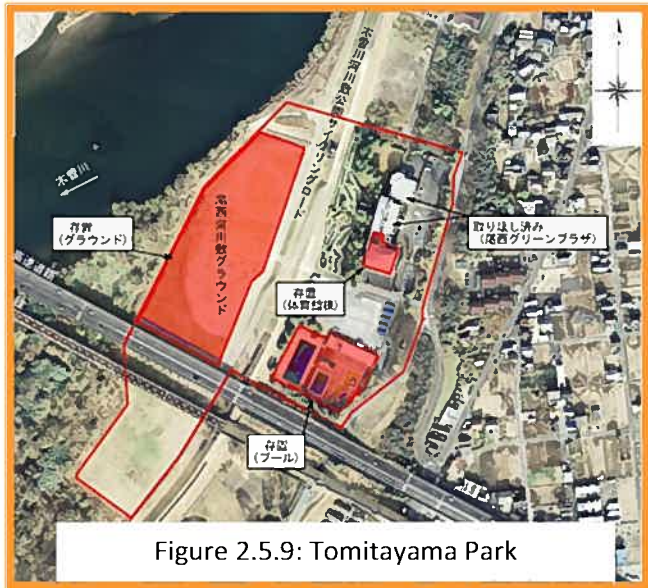


Figure 2.5.9: Tomitayama Park



Figure 2.5.10: Map of Activities

What is expected through these program?

Ichinomiya City expects to maximize synergy effect of the bicycle network plan, cycling road along Kiso River, and revitalization of Tomitayama Park (Figure 2.5.11).

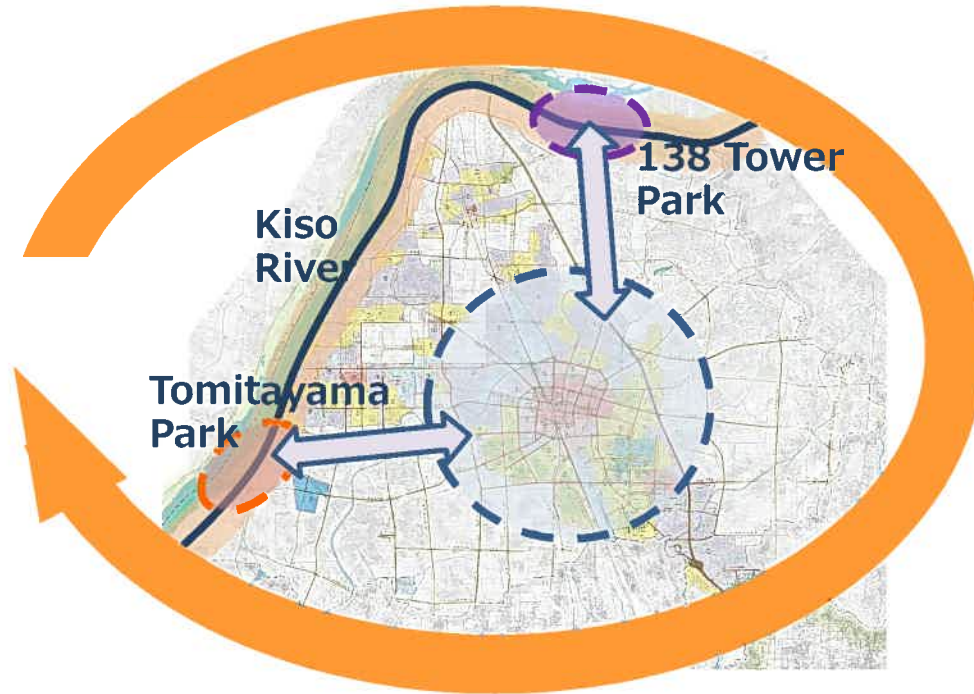








Figure 2.5.11: Expected synergies

3. SPECIFIC OBJECTIVES

The main focus of the cities' established partnership is in **Urban Sustainable Mobility**.

3.1 Specific Objective 1	Strengthen the relationship on sustainable mobility
Contribution to SDGs	<p>The activity taking place can contribute to the following SDGs:</p> <div style="display: flex; flex-direction: column; gap: 10px;"> <div data-bbox="405 555 520 674">  <p>Ensure healthy lives and promote well-being for all at all ages, through introducing new and healthier ways of moving in and around the city</p> </div> <div data-bbox="405 707 520 826">  <p>Make cities and human settlements inclusive, safe, resilient and sustainable. Sustainable mobility can foster resiliency and ensure sustainability by discharging old habits and encourage intelligent and environmental-friendly ways of travelling</p> </div> <div data-bbox="405 860 520 978">  <p>Encourage and promote effective public, public-private, and civil society partnerships, building on the experience and resourcing strategies of partnerships</p> </div> </div>
Description:	<p>Exchanging information is a huge source of inspiration and new knowledge and might be a real turning point for the implementation of new, innovative practices that could significantly upgrade the city into a smart city as well as meet the needs of its citizens.</p> <p>Moreover, by sharing ideas and working together, mutual benefits, such as new ideas, can be achieved. Workshops, policy roundtables and joint research could be the way to exchange information, perspectives and knowledge.</p>
Expected Result:	<p>The exchange of useful information and knowledge and creation of strong ties between cities not only ensures mutual learning but also contributes to human interaction and social inclusion, which has the potential to help cities improve the quality of life of all.</p> <p>Ioannina and Ichinomiya will continue collaborating even after the end of the project. Two cities will also learn from other EU and Japanese cities participating the IUC program through the IUC's information platform. Two cities have already identified critical points that can be tackled together.</p>
Result indicator:	<p>The main expected result sourcing from the cooperation will be to share mobility related policies from the city of Ichinomiya that can be transferred and potentially applied in the city of Ioannina.</p> <ul style="list-style-type: none"> • Number of exchange activities jointly implements (eg symposium, webinars, etc.) • Number of policies or policy frameworks adopted by each city
Target groups:	<ul style="list-style-type: none"> • Cities' policymakers • Cities' technical personnel and Urban Planning Service Division • Universities (School of Architects, Urban/City Planning) • Research Institutes • Citizens

3.2 Specific Objective 2	Knowledge and information exchange on policy and technology
Contribution to SDGs	<p>Transport services and infrastructure are essential to achieve most, if not all, SDGs. Although sustainable transport is not represented by a standalone SDG, it is mainstreamed either directly or indirectly into many of the SDGs, especially those related to energy, infrastructure, cities and human settlements, and climate change. The 2030 Agenda states that sustainable transport systems, along with universal access to affordable, reliable, sustainable and modern energy services, quality and resilient infrastructure, and other policies that increase productive capacities, would build strong economic foundations for all countries. Transport contributes directly to five targets – road safety (Target 3.6); energy efficiency (Target 7.3); sustainable infrastructure (Target 9.1), urban access (Target 11.2), and fossil fuel subsidies (Target 12.c). This emphasizes that sustainable transport is not needed solely for its own sake, but rather is essential to facilitate the achievement of a wide variety of SDGs. Transport also contributes many of SDGs’ targets indirectly.</p>
Description:	<p>Japanese cities present very complex urban ecosystems that promote several large scale projects of urban renewal with a strong focus on mobility, energy and technological innovation. These are domains that the city of Ioannina has a lot to benefit from and offers ideas through discussion.</p> <p>Moreover, through the site visit to Japan, Ioannina learned that Japanese cities pay careful attention to sensitive groups of people such as children and elderly people by applying special policy frameworks to assist them and by strengthening public urban mobility.</p> <p>In this framework, both cities need to make bicycle network and waterfront area more attractive and more user friendly. The need for the adoption of more sustainable patterns of mobility from the city to the water bodies as well as around them is necessary.</p>
Expected Result:	<p>Discussion and exchange of information will lead to faster and better guidance to effective action plans.</p>
Result indicator:	<ul style="list-style-type: none"> ● Number of good design practices adopted for infrastructure planning ● Number of good practices adopted from the Japanese cities and implemented in EU cities ● Expected number of end-users from adopted actions
Target groups:	<ul style="list-style-type: none"> ● City planning department ● Universities ● Research Institutes ● Technical services ● Citizens ● Traffic Police Department ● Groups of citizens (NGOs, citizen organizations, biker organizations, pedestrian organizations etc)

<p>3.3 Specific Objective 3</p>	<p>Exchange of innovative business models for promoting tourism and the general economic growth</p>	
<p>Contribution to SDGs</p>		<p>As a sector, which is energy intensive, tourism can accelerate the shift towards increased renewable energy shares</p>
		<p>Tourism can advance urban infrastructure and accessibility, promote regeneration and preserve cultural and natural heritage, assets on which tourism depends. Moreover, the development of new business models rely on good public and private infrastructure</p>
		<p>Due to its cross-sectoral nature, business and tourism have the ability to strengthen private/public partnerships</p>
<p>Description:</p>	<p>Two cities are interested in enhancing private sector involvement and trying to attract private companies in various ways. Learning from each activity by presentations and discussions of the existing situation and the various problems or loopholes identified will be effective.</p>	
<p>Expected Result:</p>	<p>An integrated approach and a mix of instrumental and participatory ways of implementing designed projects would help cities understand what attention needs to be focused and how this can be done. Mutual learning can help cities promote private sector engagement, especially for ongoing waterfront development projects.</p>	
<p>Result indicator:</p>	<p>A good indicator about the success of this objective, could be the number of seminars, visits of experts, reports disseminated on the IUC information platform. Specific indicators might include:</p> <ul style="list-style-type: none"> • Number of business-to-business contacts arranged • Number of business models adopted by the cities 	
<p>Target groups:</p>	<ul style="list-style-type: none"> • Private sectors • Chamber of Commerce • Economic chamber • Start-ups 	

4. PLANNED ACTIVITIES

4.1 PLANNED ACTIVITIES: Specific Objective 1:	Strengthen the relationships on sustainable mobility
1.1 Activity Name:	Organize regular face-to-face meetings and/or tele-conferences.
Activity proponent	Please specify the city department, agency or institution which will implement the activity. Ioannina: Sustainable Development Division Ichinomiya: City Planning Division
Activity leader:	Ioannina: Giorgos Antoniou Ichinomiya: Kazuyoshi Nishiki
Brief Description:	
Describe the content of activities. Sub-Activity 1.1.1 <ul style="list-style-type: none"> - Organize a symposium and exchange plans and views. This was conducted in Ichinomiya in May, 2019. (Refer Appendix 3) Sub-Activity 1.1.2 <ul style="list-style-type: none"> - Organize common webinars on a regular basis Sub-Activity 1.1.3 <ul style="list-style-type: none"> - Upload designs, actions and ideas on the IUC platform 	
Outputs Expected (with quantitative indicators, if possible):	<ul style="list-style-type: none"> - At least one face-to-face meeting (This was done during the symposium held in May 2019) - At least two webinars per year - Number of inputs uploaded to the IUC platform
Specific Timeframe:	Next Webinar: September 2019
Estimated Total Budget, if applicable:	No budget is assumed to be needed.
EU Stakeholder(s)	Description & main role and responsibilities
City of Ioannina	Facilitator of the webinar
Mobility Research Institute	Present policy frameworks that may be of interest for both cities
JAPAN Stakeholder(s)	Description & main role and responsibilities
City of Ichinomiya	Conduct a symposium (completed in May 2019)
City of Ichinomiya	Conduct survey and needs assessment.
City of Ichinomiya	Upload some inputs to the platform

4.2 PLANNED ACTIVITIES: Specific Objective 2:	Utilization of bicycle paths and waterfront
2.1 Activity Name:	Creation of common activities
Activity proponent	Please specify the city department, agency or institution which will implement the activity. Ioannina: Sustainable Development Division Ichinomiya: City Planning Division
Activity leader:	Ioannina: Giorgos Antoniou Ichinomiya: Kazuyoshi Nishiki
Brief Description:	
Describe the content of activities. Sub-Activity 2.1.1 - Analyze the usage of bicycle path and waterfront and share outcomes Sub-Activity 2.1.2 - Conduct survey to users and analyze the needs Sub-Activity 2.1.3 - Create a data-base of good design practices for infrastructure planning / good practices in EU and Japanese cities	
Outputs Expected (with quantitative indicators, if possible):	- Analysis report or assessment report - Good design practices (infrastructure planning / good practices in EU and Japanese cities) shared in the database
Specific Timeframe:	- A joint experiment between an EU and a Japanese city: February 2020 - Data base of good design practices for infrastructure planning / good practices in EU and Japanese cities: March 2020
Estimated Total Budget, if applicable:	Collateral cost may be needed.
EU Stakeholder(s)	Description & main role and responsibilities
City planning department	Coordinate and manage the IAC
Technical services	Monitor good practices and ensure exchange
Citizens	Participatory approach
JAPAN Stakeholder(s)	Description & main role and responsibilities
City of Ichinomiya	Conduct analysis share outcomes. Upload the outcomes to the platform if suggested.

4.2 PLANNED ACTIVITIES: Specific Objective 3:	Exchange of innovative business models for promoting tourism and the general economic growth
2.1 Activity Name:	Adoption Innovative business models
Activity proponent	Please specify the city department, agency or institution which will implement the activity. Ioannina: Sustainable Development Division Ichinomiya: City Planning Division
Activity leader:	Ioannina: Giorgos Antoniou Ichinomiya: Kazuyoshi Nishiki
Brief Description:	
Describe the content of activities. Sub-Activity 3.1.1 - Identify innovative business models Sub-Activity 3.1.2 - Describe the way to adopt it Sub-Activity 3.1.3 - Prepare presentation to an appropriate audience (sponsors, start-ups, entrepreneurs, etc)	
Outputs Expected (with quantitative indicators, if possible):	- share at least one successful business model
Specific Timeframe:	By February 2020
Estimated Total Budget, if applicable:	Collateral cost may be needed.
EU Stakeholder(s)	Description & main role and responsibilities
Tourism operators	Need to be informed about the potentials of New Business models and new thematic tourism opportunities. Any promotional action and material needs to be disseminated through them to tourists coming in the city
Chamber of Commerce Economic Chamber	Need to be informed about the potentials of New Business models and encourage new companies and sponsors to adopt the new ideas.
Start-ups	gain voice for new business niches
JAPAN Stakeholder(s)	Description & main role and responsibilities
City of Ichinomiya	Share good practices through the platform

5. CALENDAR OF KEY EVENTS AND MILESTONES

Please add your **key** events and milestones for the whole period of the cooperation including the date that the MoU was signed, the planned date for the first draft of the U-CAP to be completed, the dates for Learning Exchanges *directly in table provided in the U-CAP template.*

<i>Month/Year</i>	<i>Events / Milestones</i>	<i>Comments</i>
<i>2017-10-27</i>	<i>Letter of approval</i>	
<i>2017-10-9</i>	<i>Launch event in Brussels</i>	
<i>2018 -4-28</i>	<i>2nd EU-Japan Cities Exchange Meeting</i>	<i>Study tour of the EU cities in Japan</i>
<i>2018-9-28</i>	<i>Signed the Partnership Agreement</i>	
<i>2018-10-2-6</i>	<i>Study Tour of Ichinomiya City in Greece</i>	<i>Study tour in the city of Ioannina hosting activities for the city of Ichinomiya</i>
<i>2018-10-10-11</i>	<i>3RD CITY-TO-CITY in Brussels</i>	<i>Presentation of the city pairings and presentation of thematic exchanges</i>
<i>2019-5-17</i>	<i>4th exchange meeting in Tokyo</i>	<i>Presentation of common activities</i>
<i>2019-5-19</i>	<i>Symposium in Ichinomiya</i>	<i>Mr. Antoniou of Ioannina presented the collaboration with Ichinomiya.</i>
<i>2019-6-30</i>	<i>Planned date for the Integrated Action Plan to be completed</i>	

6. KEY LEARNING AND CHALLENGES

This section is for each city to describe in detail the key learning that your city has had over the course of your participation in the IUC City-to-City programme.

EU City:	Ioannina
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IUC cities pairing program has been a process for identifying and eventually adopting and customising Sustainable Urban Mobility solutions with within the 2 cities. Study visits between the cities provided a credible mechanism to unlock these solutions the identification of technical issues, design processes and policy frameworks in order to be able to deploy these solutions at city level and where feasible at national, European or global level.

Key learning for the city of Ioannina include:

- Increased rates of bike accidents demand technical solutions to protect bikers from private vehicles
- The city of Ichinomiya has a small ration of bike-paths compared to roads and highways for cars. The same happens in Ioannina. Lack of necessary infrastructure is one of the main reasons for not using bikes in the city. Therefore, designing of new infrastructures needs to adopt new methods on incorporating bike-lanes in the modal design. A bicycle road networking Action Plan may be necessary for both cities
- For both cities, there is a strong need for investing on education for alternative methods of moving in the city. Special investment in young ages is needed
- The cycling road that surround the Kiso River is a good idea that needs to be adopted by the city of Ioannina. Right now, the city of Ioannina has a fragmented bike network around the lake.
- Both cities need to develop their bike networks that lead from the city to the water bodies
- Key lesson for the city of Ioannina is that for the bike to be used in the future, flat areas need to be exploited in order to deploy a bike network
- Event organization and promotional activities need to take place throughout the year in order to promote the inherent value of the ecosystem and the use of sustainable methods of mobility around it (good example the ***Mizubering138 project, the paddleboard citizen competition and the Summer holiday brave fishermen experience***)
- Finally, a good practice to promote the use of Public Transport, as identified by the city of Ioannina, is the scheme that deploys private taxis, used to transfer the elderly to the bus station or their destination. The scheme is funded by the Municipality and the city of Ioannina is very interested in following the progress and the results for the city.

JAPAN City:

Ichinomiya

Both Ichinomiya and Ioannina have in common in waterside space, and development of cycling roads along Kiso River and Lake Pamvotis, a symbol for cities, has been underway. Interestingly, the way to utilize the waterside space is greatly different. Due to high levees built to prevent flood damage on the Kiso River, flood damage was reduced, but at the same time, the waterfront natural environment of Kiso River and urban areas were physically separated.

On the other hand, Ioannina has created a lively waterfront environment by making good use of natural resources. In Ioannina, there are cycling roads, parks, open spaces, and restaurants just near the lake, and a sense of distance between the citizen and the waterfront seemed very close, and the citizen's awareness to the waterside environment seemed to be high.

As in Ioannina City, it is necessary for Ichinomiya to connect the waterfront area of Kiso River and the urban area and to make the waterfront more accessible, and utilizing bicycles as environmentally friendly means of transportation should be considered.

Based on the knowledge obtained from this program, we could incorporate "maintenance of the access road from the city area to the waterside of the Kiso River" into the bicycle-related measures, and incorporate "maintenance of waterside environment and bicycle path" into the park maintenance plan.

7. THE FUTURE: Sustainability of the cooperation process

This section is for each city to describe how your city plans to continue to cooperate with your counterpart(s) or other cities from the IUC programme. Please explain who will be involved and how their participation will be ensured.

EU City:

Ioannina

Cities are key to the sustainable development of the European Union while globally, they also play a crucial role in dealing with issues of Demographic change, economic stagnation, growing income disparities, social polarization, spatial segregation and urban sprawl.

New forms of governance are needed in order to respond to these new urban challenges including the adoption of an integrated model of sustainable urban development, cross-sectoral cooperation, as well as city-to-city cooperation mechanisms.

New governance modes must be based on citizens' empowerment, participation of all relevant stakeholders and innovative use of social capital are needed. The city of Ioannina is planning to continue activities with the city of Ioannina, following the next steps:

- Implement a webinar in 2019, in order to discuss progress on the proposed action of the Action Plan
- Upload material in the IUC platform in order to exchange knowledge, practices and policies with the city of Ichinomiya
- Implement a webinar in 2020, in order to discuss progress on adopting good practices and policies between the 2 cities
- Open the dialogue for the possibility of "TOWN TWINNING"

JAPAN City

Ichinomiya

I would like to continue developing bicycle-related and waterside environment plans.

In order to have a continued relationship, participation of the private sector and citizens as well as the city administration of two cities is essential.

This time, as the first step of citizen participation of the project, a symposium and exchange event were held on May 19 on the theme of "mutual learning with European cities for town development". With this symposium as a trigger, it is demanded to expand the project to the private sector and citizens. In order for the project to progress smoothly, continued assistance from organizations such as IUC-JAPAN and IGES is crucial as local cities, like Ichinomiya, often have little experience with collaboration with overseas, and it is difficult to proceed with the project without assistance.

Appendix

- (1) Questionnaires regarding the urban waterfront of the city of Ioannina
- (2) Design principles of the city of Ioannina
- (3) Symposium in Ichinomiya

Appendix 1: Questionnaires for the urban waterfront of the city of Ioannina

In order to monitor and assess the progress towards urban resilience it is vital to realize the level of readiness and understand the way citizens feel about the level of urban resilience. In this way we will be able to assess the results of the process of building resilience and also find out if the city is on the right path with the actions planned.

Here we present the results of a structured questionnaire that we used to assess the current situation and understand the citizen's perception for the space

Description of persons participating in the Survey

Living Labs - Total Questionnaires= 20

AGE	18-25	26-40	41-60	60+	Unknown	
	7	5	6	1	1	
	35,00%	25,00%	30,00%	5,00%	5,00%	
PROFESSION	Public employee	Private employee	Freelance	Retired	College Student	Unknown
	2	2	7	1	7	1
	10,00%	10,00%	35,00%	5,00%	35,00%	5,00%

As far as the age range of the participants is concerned, it can be observed that 90% is under 60 which means that we refer to active citizens. 60% of the participants were under 40 years of age. From the abovementioned categories self-employed and students were the most numerous categories constituting 35% of the sample.

Evaluation of the people's perception for the urban lakefront

The questionnaire was formed of a total of 11 questions:

1) Overall image of the urban lake waterfront

The primary question focused on the overall image of the urban lake waterfront:

Question	YES	NO	PARTLY
Are you satisfied with the overall image of the urban lake waterfront	0	12	8
	0%	60%	40%

It is absolutely clear that no one is completely satisfied with the overall image of the urban lake waterfront. This clearly implies that targeted interventions are needed.

2) The urban lake waterfront as a destination

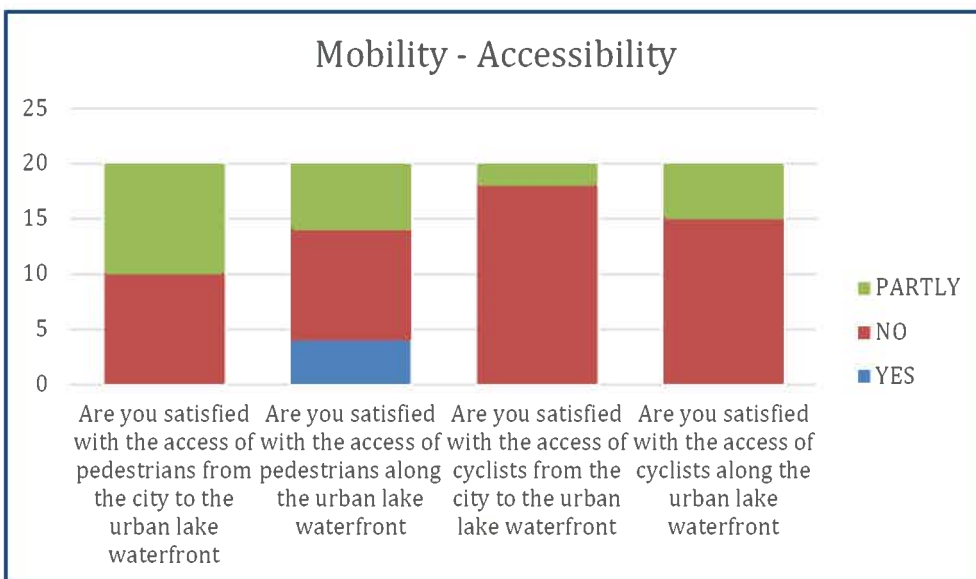
The second question clarified the use of the urban lake waterfront in reference to those asked. The total of those asked stated that they use the space as a destination

Question	YES	NO	PARTLY
Is the urban lake waterfront a "destination" for you	18	0	2
	90,00%	0,00%	10,00%

3) Mobility and Accessibility in the urban lake waterfront

The next 4 questions focused on mobility and accessibility mainly for pedestrians and bikers along the urban lake waterfront

Question	YES	NO	PARTLY
Are you satisfied with the access of pedestrians from the city to the urban lake waterfront	0	10	10
	0,00%	50,00%	50,00%
Are you satisfied with the access of pedestrians along the urban lake waterfront	4	10	6
	20,00%	50,00%	30,00%
Are you satisfied with the access of cyclists from the city to the urban lake waterfront	0	18	2
	0,00%	90,00%	10,00%
Are you satisfied with the access of cyclists along the urban lake waterfront	0	15	5
	0,00%	75,00%	25,00%



In regards to **pedestrians** the participants stated that no one is satisfied with the access from the city to the lake waterfront. Moreover, just 20% stated satisfied with the access along the lakefront.

Bikers stated that the lakefront is not accessible. Specifically, they stated that only 10% think that can access from the city to the lake while only 25% find the pathway along the waterfront accessible.

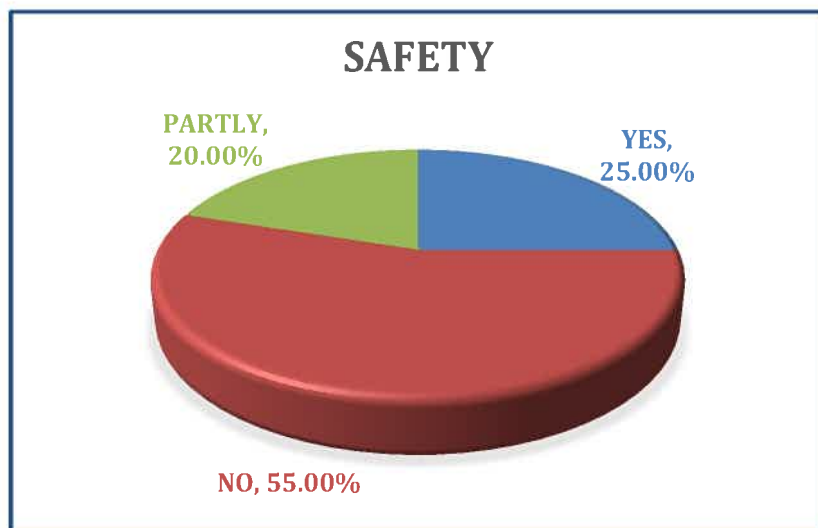
Therefore, accessibility turns into a major issue.

QUESTION	YES	NO	PARTLY	COMMENTS FROM PARTICIPANTS
	10	4	6	

Can you easily approach the area on foot?	50,00%	20,00%	30,00%	Movement is particularly difficult for those moving with babies and strollers
Can you easily approach the area with a bike?	1	16	3	There is no connection of the area with the city. Therefore, movement from the city to the lake is very difficult and unsafe
	5,00%	80,00%	15,00%	
Can you easily approach the area with public transportation?	1	16	3	-
	5,00%	80,00%	15,00%	
Are there obstacles in moving from the city to the lake and along the lakefront? If yes, please state some of them.	17	3	0	There is no public transportation till the castle (cultural milestone of the area). Damages to the pavements. The bikepath is damaged and interrupted. There are no places for parking for visitors. There is significant lack of lighting. Big numbers of cars that create problems for pedestrians and bikers
	85,00%	15,00%	0,00%	
Can disabled people move freely from the lake to the lake? If yes, please state some of them.	0	17	3	There are no ramps and special infrastructure to the roads and pavements. Only in certain and isolated places access is feasible.
	0,00%	85,00%	15,00%	

4) Sense of security in the urban lake waterfront as a destination

In regards to the **sense of security** especially during the night, 55% of those questioned stated that they do not feel safe.



5) Level of satisfaction

Next 3 questions focused in the level of satisfaction of those questioned in regards to the necessary **interventions**, existing **infrastructures** and the **identity** of the urban lakefront. None of the participants hold a positive opinion towards this 3 issues.

QUESTIONS	YES	NO	PARTLY
Are you satisfied with the regeneration interventions that take place in the lakefront?	0	9	11
	0.00%	45.00%	55.00%
Are you satisfied with the infrastructure of the lakefront?	0	13	7
	0.00%	65.00%	35.00%
Are you satisfied with the identity of the lakefront?	0	10	10
	0.00%	50.00%	50.00%

6) Level of citizen's engagement

This section was about how satisfied citizens feel about the level of information and access to the process of designing solutions and decision-making. Results show that there is a sense of satisfaction. However, 50% replied that they need more information and active participation

QUESTIONS	YES	NO	PARTLY
Are you satisfied with the level of information and access to the planning and decision-making process for interventions on the lakeside front?	5	10	5
	25.00%	50.00%	25.00%

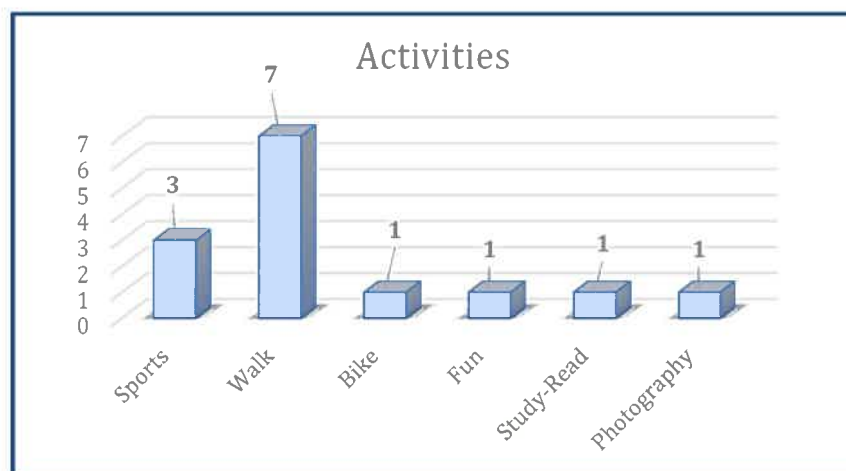
7) Feeling of comfort in the lake waterfront

Regarding the question, is there enough space for someone to sit and enjoy the space. Moreover, they were asked if they need new spaces. Based on these questions the citizens expressed opinions about proposed actions towards the direction of comfort and relaxation in the area:

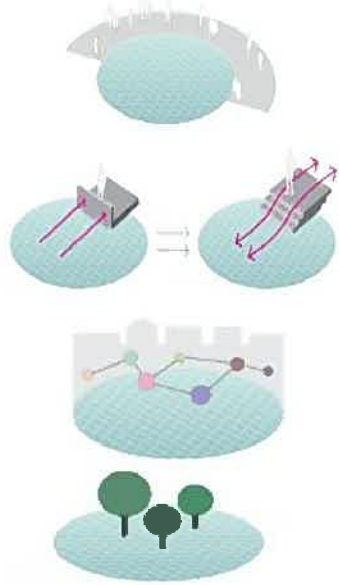
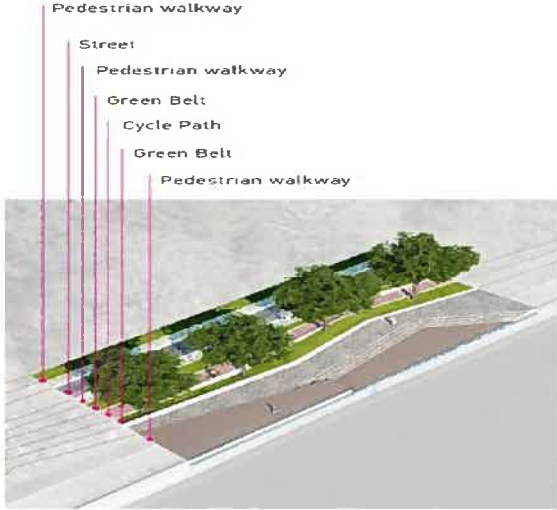
Questions	Yes	No	Partially	Comment
Are there places for people to sit and enjoy the place? Do you think new places are needed?	10	5	5	The existing ones are few, broken and wrongly oriented. New seats are needed. Modern spaces should be created with the incorporation of technological elements and be very used for multi-purposes.
	50,00 %	25,00 %	25,00%	
Is there shade to sit in the summer?	13	2	5	
	65,00 %	10,00 %	25,00%	
Is the lake waterfront clean?	0	15	5	
	0,00%	75,00 %	25,00%	
Is it a quiet destination?	9	4	7	It is quiet in places where there are not many tourists and during the winter months. There is a lot of noise caused by cars.
	45,00 %	20,00 %	35,00%	

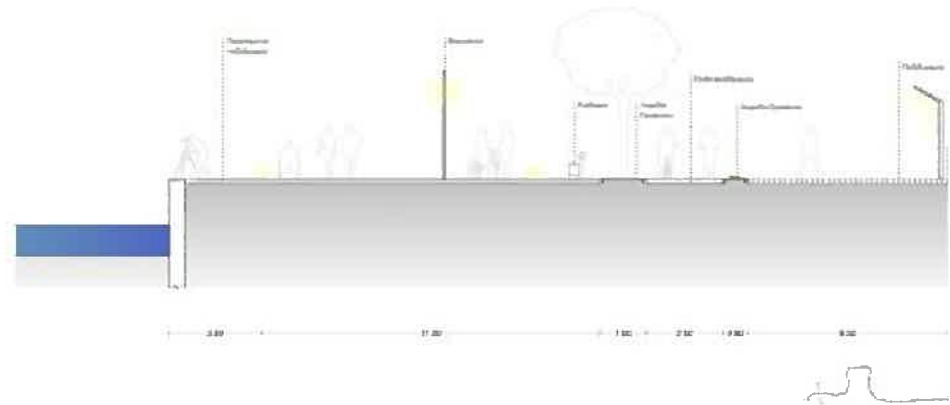
8) Which places and why do people visit the lake waterfront

To complete the analysis we asked citizens to tell us what are the main locations (geographical milestones) that they visit and what are the main activities performed in the artea.



Appendix 2: Design objectives of the city of Ioannina

<p>Key design objectives</p>	 <p>Creation of a vibrant lakefront for the citizens of Ioannina & all visitors</p> <p>Restoration of the citizens' experiential relationship with the lake</p> <p>Reconnection of the city with the lake</p> <p>Ecological approach</p>
<p>Design principles and challenges</p>	<ul style="list-style-type: none"> • Successful organisation and integration of various existing elements (infrastructure and natural assets) as well as mobility paths (vehicular, pedestrian, cycling). • Accommodation of various uses and needs • Connection and integration of the urban fabric <p>The General strategy of the design was based on the following principles:</p> <ul style="list-style-type: none"> • Restoration of the natural & visual contact with the water • Pedestrian priority. Sufficient space for safe and comfortable pedestrian movement and resting as well as sports activities • Safe and comfortable cycle path surrounded by green belts, featuring appropriate entrance/exit points • Formation of a low traffic street <p>Challenges and principles in re-approaching the design of the urban lakefront</p> 
<p>Development Proposal for the wider area</p>	<p>Area: From Matsikas to Mavili Park</p> <p>Main challenges and design principles in this area involve:</p> <ul style="list-style-type: none"> • Attribution of the wider lakefront area to the unobstructed use of pedestrians and cyclists • Removal (or relocation) of the street leading to the repositioning of the seating areas close to the built zone • Localised development of the area as an observatory • Shaping of rest areas and seating spots

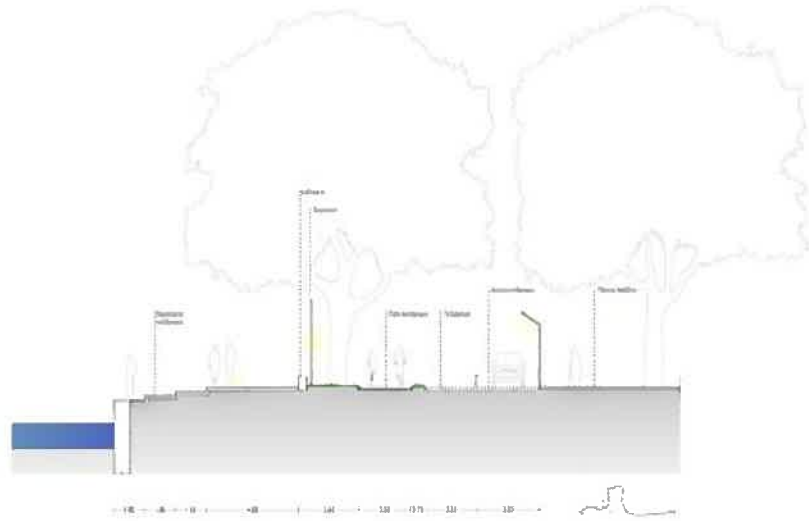


Area: From Mavili Park to Karamanli Avenue. / Dionysiou Philosophou

Main challenges and design principles in this area involve:

- Unification of Mavili Square with the lakefront
- Redevelopment of Mavili Park
- Creation of a small harbour for sports activities (sailing) & recreation
- Enhancement of vegetation
- Creation of a seating area overlooking the lake



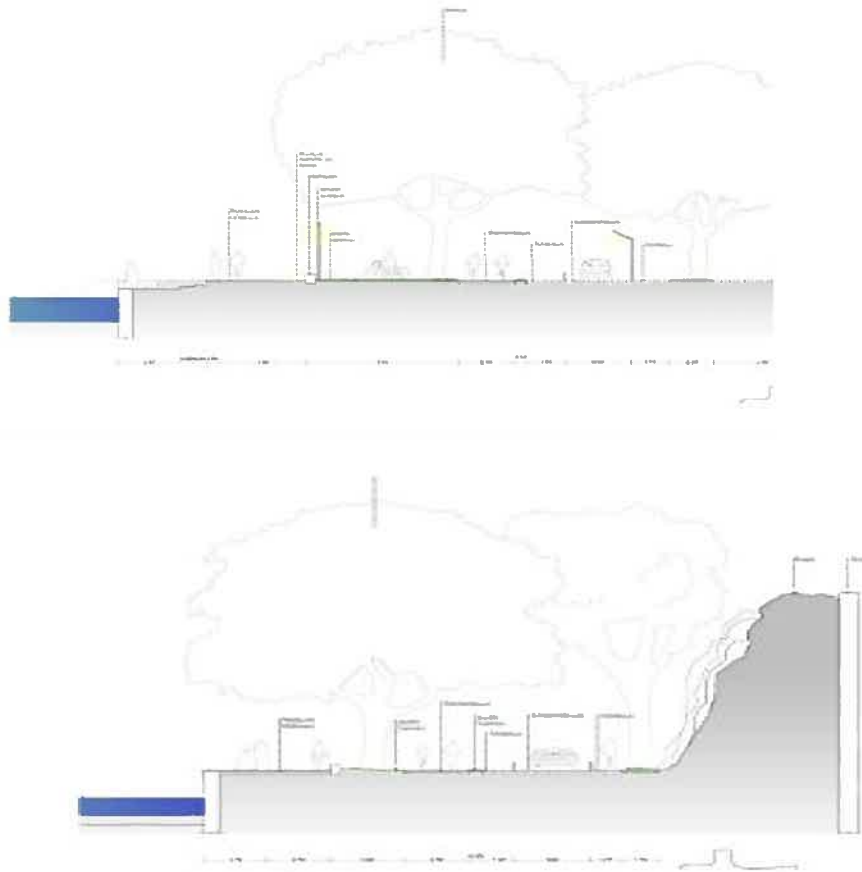


Area: From Karamanli Av./Dion. Philosophou to The Castle's Southern Entrance

Main challenges and design principles in this area involve:

- Creation of seating points next to the Castle wall
- Morphological enhancement and highlighting of the Castle's entrance points
- Creation of controlled drop-off points for large touristic vehicles
- Restoration of the area's original relationship with the lake, by degradation of the existing configurations

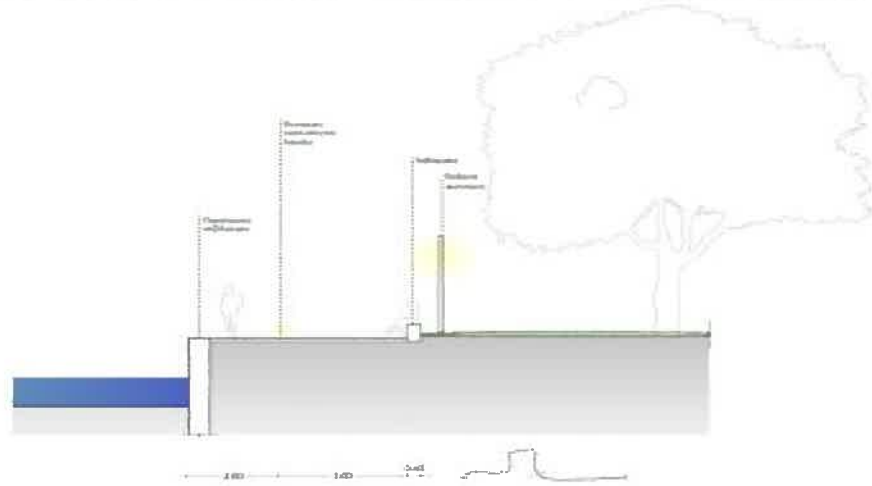




Area: From the Castle's Southern Entrance to Miaouli Shore

Main challenges and design principles in this area involve:

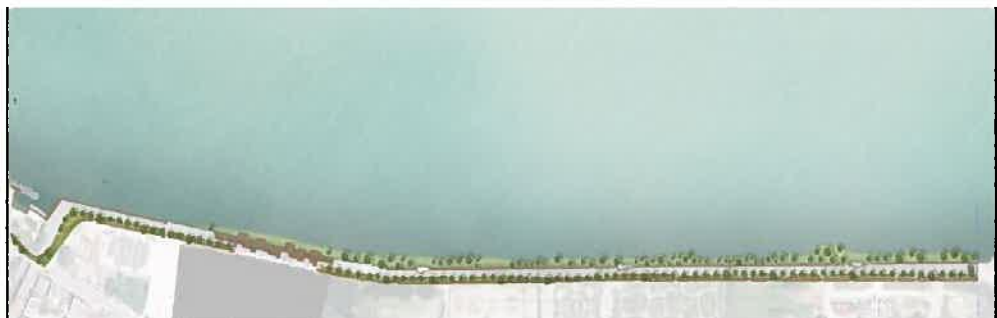
- Creation of new axes for the highlighting of the Castle's main entrance
- Redesign of the existing car park
- Creation of controlled drop-off points for large touristic vehicles
- Connection of the area with the existing Tampakika Park
- Water treatment and redevelopment of the small harbour for sports activities (paddling)



Area: From the start of Miaouli Shore to Vogianou St.

Main challenges and design principles in this area involve:

- Restoration of the shore to its original state, without landfill
- Water treatment and overall aesthetic improvement of the shore
- Large & comfortable pedestrian walkways & cycle paths
- A linear route with interesting landscaping variations
- Connection to the urban fabric and the area's uses



<p>Proposed Interventions on the Transportation Network</p>	<p>Main challenges and design principles in this area involve:</p> <ul style="list-style-type: none"> • Minimisation of parked vehicles on the streets' sides • Attribution of the lakefront area to pedestrians and cyclists • Reorganisation of existing car park areas • Creation of new car park areas • Potential routing of a small electric bus <div style="display: flex; justify-content: space-around;"> </div>
<p>Proposed transportation interventions by area</p>	<div style="display: flex;"> <div style="margin-left: 20px;"> <p>Alternative 1</p> <ul style="list-style-type: none"> • Street removal • Relocation of vehicular movement at Str. Papagou St. • New car park area <p>Alternative 2</p> <ul style="list-style-type: none"> • Shaping of a new street at the lakefront level • Use of concrete blocks </div> </div>



- Two-way street
- Width at 5,50m
- Use of concrete blocks, at the same level with the wider intervention



- One-way street
- Width at 3,20m
- Car parking strictly prohibited
- Use of concrete blocks, at the same level with the wider intervention



Maintained as-is



- Creation of a one-way service street
- Car parking strictly prohibited
- Use of concrete blocks, at the same level with the wider intervention

Indicative
views of
the
proposed
interventio
n





Appendix 3: Symposium in Ichinomiya City

Date and time: May 19, 2019, 10am - 12pm

On May 19, 2019, a symposium took place at Orinasu Ichinomiya in the city of Ichinomiya. This event was open to the public, and there were around 60 audiences with a variety of age groups. The symposium was started from the opening remark by Ichinomiya City Mayor Nakano. After the keynote lecture was given by Dr. Sugiyama, an associate professor of Nagoya University, a presentation by Mr. Georgios Antoniou of Ioannina City and a panel discussion were held. Dr. Sugiyama explained the detail of the IUC program, and Mr. Antoniou explained the update on the action plan that Ioannina and Ichinomiya have been collaboratively working on. Assigned Dr. Sugiyama to a facilitator, Mr. Antoniou and Mr. Tsouris of Ioannina and Mayor Nakano and Mr. Yamada of Ichinomiya participated the panel discussion. They discussed the topics on waterfront development and bicycle usage at each city and presented current condition, challenges, and actions put in place. Active discussion was made, and there were many questions asked by the audiences at the end of the discussion. After the symposium, the project launch concert was held.



Photo 1: Opening remark by the mayor of Ichinomiya City



Photo 2: Keynote lecture by Dr. Sugiyama



Photo 3: Presentation by Mr. Antoniou



Photo 4: Panel discussion