

## Sustainable Cities Mobility Challenge 2024: Q & As

We have been asked several questions relating to the call. To help all applicants, please find a list of these below, together with answers.

**Can we propose a project that is a part of a bigger project/programme that is already under way?**

Yes, your proposal can be an element of larger project or programme.

**Can the city co-finance the project for which it is applying for funding under the Sustainable Cities Mobility Challenge?**

Yes, this is acceptable and welcome as it can add to the ambition and impact of the project overall.

**Do you require the city to make a co-payment?**

No co-payment is required. If cities can add their own financial or other resources to a project, this obviously has the potential to increase impact. However, it is not a requirement.

**What is the maximum duration of the project activities?**

Cities/towns/municipalities/local authorities should aim to complete their projects by end of July 2025.

**Do you expect a structured proposal (as for EU projects, with work packages etc)?**

When designing the application process, we were keen to keep it simple and to provide flexibility to attract a range of projects, with the emphasis on ambition and impact. We don't require a specific structure beyond that set out in the call application form. However, please structure/organise the proposal clearly to demonstrate to reviewers what work would be undertaken and how a grant would deliver environmental and societal benefits. Here is a link to the call information and application form: <https://www.climate-kic.org/wp-content/uploads/2023/09/Call-information-Sustainable-Cities-Mobility-Challenge-2024-Final.pdf>

**If successful, how would the funding be managed/paid?**

Funding for selected projects will be divided into three payments. The anticipated grant payment schedule is as follows: 20% when project starts; 70% after four months (subject to delivery and on receipt of progress update); 10% when closing the project (subject to delivery and on receipt of final report).

**Can cities/municipalities submit more than one proposal?**

Applicants should submit just one proposal – but the proposed project can have different elements/sub-sections.

**Can a proposal include different partners?**

We welcome proposals that involve a range of relevant partners, including NGOs and citizen groups. However, one public entity, normally a city or town council, should have overall responsibility - and be responsible for liaising with us. (This is because city authorities are usually in a strong position to influence the provision of mobility services, infrastructure and related policy. Without the active support of city/municipality politicians and officers, it can be difficult to have a lasting impact in the mobility sphere).

**Can an NGO deliver a project on behalf of a city or municipality?**

NGOs can deliver projects on behalf of city/municipal authorities where there is strong evidence of senior political support (so that we can be confident that the project would be delivered if selected – as mobility projects rely on the consent of the municipalities and other public authorities that manage streets and coordinate relevant services and policies).

**Can a senior city employee (e.g. Head of Transport) provide a letter of support for the proposal (or does it have to be a politician)?**

We are keen to see evidence of senior political support for the projects proposed – as this is usually key to effecting change ‘on the street’. Therefore, a letter from a senior politician (e.g. mayor or council responsible for mobility, environment or climate change) would be helpful and will strengthen your application, as this indicates that the project is likely to go ahead as proposed. You can also demonstrate political support by referring in your application to politically approved policies that are relevant to your project (e.g. you can refer to relevant paragraphs in a mobility or climate strategy that has been approved by the city council).

**The city is submitting the proposal, but other stakeholders will be involved. Should we provide letters of support?**

A letter (or letters) of support would be useful to demonstrate buy-in from stakeholders who are key to project success.

**Which currency should we use when we submit our budget proposal?**

Please submit the costings in your local currency, euros or US dollars.

**Is there a preferred format or template for the budget?**

We do not specify a format as we expect applications to this call to be diverse. Please use whichever format is easiest for you to demonstrate clearly to reviewers how the grant would be spent. Headings could include staff costs, materials, equipment, goods and services, communications and public engagement, other (but headings could vary depending on the type of project). Please feel free to add short text justifications to explain proposed budget items where you think this makes things clearer.

**Are overheads eligible costs in this call?**

This call does not cover overheads – only those costs related to delivery of the project proposal. The grant funding should be used for specific programmes or activities - not for unrestricted purposes or



unspecified operating costs. Costs outlined in your budget should relate to your proposed project, and project applications should focus on environmental and societal impact.

**Can small rural municipalities work together to propose a joint mobility project or plan? Or are you interested in funding innovative sustainable mobility solutions in larger urban aggregates, rather than diffuse municipalities in rural areas?**

Improving sustainable transport in rural areas is key to addressing a range of social and environmental challenges. However, this particular call is focused on towns and cities – hence the requirement for a minimum population size.

**Is it possible to submit a proposal which focuses on raising awareness/behavioural change through placemaking activities?**

Proposals relating to awareness raising and behavioural change campaigns are welcome where they work in tandem with other existing measures (e.g. traffic calming and/or speed limits). However, campaigns without changes on street (and/or policy) can often have limited impact. They can be a way of ‘doing something’ while avoiding the more difficult work of reallocating or reprioritising road space. When wording the call information, we did not want to rule out behaviour change projects, but to dissuade municipalities from submitting proposals for campaigns that encourage behaviour change in isolation - while not tackling the root causes of certain behaviours (e.g. encouraging people to cycle and walk without providing safe space for them to do so).