

D.C.3.4 OUTPUT FACT SHEET

Version 2

O.T1.1.3 Strategy for PT in SUMP and collaborative development of new innovative services in FUAs

Project index number and acronym	CE1100 LOW-CARB
Output number and title	O.T1.1.3 Strategy for PT in SUMP and collaborative development of new innovative services in FUAs
Responsible partner (PP name and number)	<p>LP1 - Leipzig Transport Company (LVB)</p> <p>PP2 - Central German Transport Association</p> <p>PP3 - City of Leipzig</p> <p>PP5 - City of Brno</p> <p>PP6 - City of Koprivnica</p> <p>PP7 - University North (main responsible PP)</p> <p>PP8 - Electric Tramways Parma</p> <p>PP9 - Skawina Commune</p> <p>PP11 - Szeged Transport Ltd</p> <p>PP12 - Krakow Transport Authority</p>
Project website	www.interreg-central.eu/low-carb
Delivery date	30/11/2020

Summary description of the strategy/action plan (developed and/or implemented), explaining its main objectives and transnational added value

The report on strategies for PT in sustainable urban mobility planning (SUMP) process and collaborative development of new innovative services synthesizes the outcomes of the project strategies' development process. These strategies tackle new models for stakeholder cooperation at the level of functional urban area (the governance strategy) and the integration and management of data into the planning process (the data-based planning strategy). It also includes a set of recommendations for enhancing the role of PT in the SUMP process by addressing issues like joint financing of services, procurement of innovative low-carbon technologies and the uptake of new PT solutions and services in FUAs. The key objective of the report is to support public authorities, PT operators, PT authorities and other actors that are involved in planning the mobility in a city and FUA in their process of understanding the role that the PT system plays especially for the suburban and the commuting area. The report was developed as a joint effort of all project partners they took in the framework of their Action Plan development, of their stakeholder processes, the trainings and workshops organized, the tools developed and the pilot actions they planned and implemented throughout the project lifetime. A close consultation with the associated partners and with the project Advisory Board, as well as constant feedback collected in the framework of transnational trainings and workshops ensured an added value at the Central European level and beyond. Synergies with other projects and initiatives (e.g. Civitas ECCENTRIC, Civitas SUMPs-Up, Interreg CE EfficienCE, Interreg CE Dynaxibility4CE a.o.) benefited the project partners in their preparation of action plans and pilot actions focusing on PT in FUA combined with new mobility services e.g. sharing, MaaS.

NUTS region(s) concerned by the strategy/action plan (relevant NUTS level)

The regions that are covered by the strategy on new institutional coordination for integrated mobility planning in FUAs refer to 6 functional urban areas:

The NUTS region of FUA Leipzig covered by the strategy on institutional cooperation is:

Functional urban area of Leipzig

Country (NUTS 0)	DE
Region (NUTS 2)	DED5, Leipzig
Sub-region (NUTS 3)	DED52, Leipzig

Functional urban area of Brno

Country (NUTS 0)	CZ
Region (NUTS 2)	CZ06, Jihovýchod
Sub-region (NUTS 3)	CZ064, Jihomoravský kraj

Functional urban area of Koprivnica

Country (NUTS 0)	HR
Region (NUTS 2)	HR04, Kontinentalna Hrvatska
Sub-region (NUTS 3)	HR045, Koprivničko-križevačka županija

Functional urban area of Krakow and Skawina

Country (NUTS 0)	PL
Region (NUTS 2)	PL21, Małopolskie
Sub-region (NUTS 3)	PL214, Krakowski

Functional urban area of Szeged

Country (NUTS 0)	HU
Region (NUTS 2)	HU33, Dél-Alföld
Sub-region (NUTS 3)	HU333, Csongrád

Functional urban area of Parma

Country (NUTS 0)	IT
Region (NUTS 2)	ITH5, Emilia-Romagna
Sub-region (NUTS 3)	ITH52, Parma

Expected impact and benefits of the strategy/action plan for the concerned territories and target groups

The structure of the strategy builds on the different activities of the LOW CARB partners to strengthen public transport and to plan new public transport measures and services following along the SUMP planning cycle steps, to illustrate the planning process of public transport innovations based on the SUMP approach. Planning of public transport along the SUMP cycle provided a framework that allowed for innovative and high-quality public transport measures and services development in the partners FUAs. Mobility is closely linked to the individual daily life of citizens. Therefore, there is great potential for the mobility sector and in particular for the public transport authorities/ companies to increase the understanding of the need for a mobility turnaround and the acceptance of measures to promote alternative forms of mobility, as well as a direct feedback with regard to existing PT services: e.g. gaps in the cycling and walking network or neighborhoods that are poorly connected to PT. As mobility systems for FUAs rely on a good interplay between sustainable mobility modes, e.g. rail and bus lines within the city area and their links to neighboring cities, several stakeholders need to be involved.

The SUMP Self-Assessment Tool developed jointly by Interreg CE LOW-CARB and Civitas SUMP-Up projects, for example, helps cities or functional urban areas (FUA) to evaluate and improve mobility planning. The results page shows how well the planning activities fulfil the principles of a Sustainable Urban Mobility Plan enabling to identify the strengths and weaknesses of the approach.

The close collaboration among the PT operator/ authority and the municipality, in a planning process initiated by the PT companies rather than by the public authority, brought qualitative improvement to the entire planning culture by bringing the PT in the focus at the FUA level. The result was that the project partners Leipzig, Brno, Koprivnica and Szeged have developed politically endorsed low-carbon mobility Action Plans, containing detailed sets of measures and concrete scenarios, based on innovative governance models and mindset shift. In addition, the Krakow PT authority together with the pioneer municipality of Skawina located in the FUA went one step further in creating a common mobility planning framework at the Krakow FUA level by opening the dialogue with several municipalities located in the catchment area of Krakow.

Sustainability of the developed and/or implemented strategy/action plan and its transferability to other territories and stakeholders

The LOW-CARB project strategies present innovative public transport solutions that aim at increasing service quality and user satisfaction, for current users and new customers. In addition, the strategies support the ambitious decarbonisation targets for mobility in the involved functional urban areas. All partners supported the objective of public transport remaining the backbone of urban mobility in their functional urban areas, as well as to increase accessibility despite the challenges of urban sprawl and increase in population. Thus, the LOW-CARB strategies contribute to the priorities of the European Green Deal, which stresses that mobility should become drastically less polluting through a combination of measures addressing emissions, urban congestion, and improved public transport. The LOW-CARB project provided opportunities to reflect and strategically plan the implementation of measures, and to

provide stakeholders on local and regional level with best practices and learnings from other functional urban areas and from experts in the field.

References to relevant deliverables and web-links If applicable, pictures or images to be provided as annex

The following relevant related project deliverables published on the LOW-CARB website can provide you with more information on the institutional cooperation models in the three project FUAs:

- D.T1.2.3 report on strategies for PT in SUMP and collaborative development of new services, <https://www.interreg-central.eu/Content.Node/LOW-CARB-D.T1.2.3-Strategies-PT-in-SUMP.pdf>
- D.T1.4.2 Handbook on mobility strategies in functional urban areas, <https://www.interreg-central.eu/Content.Node/LOW-CARB-Mobility-Strategies-in-FUAs-Handbook-EN.pdf>
- D.T3.7.2 Transnational pilots handbook, <https://www.interreg-central.eu/Content.Node/LOW-CARB-Pilot-Handbook-EN.pdf>