

OUTPUT FACT SHEET

Pilot actions - Feasibility Study

Version 3

Project index number and acronym	Smart Commuting CE1161
Output number and title	O.T3.1 PILOT ACTIONS
Investment number and title (if applicable)	
Responsible partner (PP name and number)	Municipality of Weiz
Project website	https://www.weiz.at/Gemeinde/Projekte/Smart_Commuting
Delivery date	05/2020

Summary description of the pilot action (including investment, if applicable) explaining its experimental nature, demonstration character and transnational added value

Originally the pilot action should have examined the use of existing railway infrastructure for transporting goods also for passenger transportation as an important contribution to reduce commuter traffic within the city, plus a new park & ride spot in the south of the city.

The content of the PA had to be changed, because the use of the railway for passenger traffic (PT) was already implemented in autumn 2018. Instead of questioning IF a new railway passenger service should be set-up, Weiz focused on HOW the new railway can be promoted and HOW to develop infrastructure to make the train attractive to even more passengers (with a special focus on commuters).

Students and commuters on their way to work were analyzed in detail. Dependent on the catchment area of the five train stops in Weiz the potential for commuters taking the train was analyzed for each school and for each enterprise.

In the feasibility study, surveys have already been carried out on the one hand - information has been gathered through on-site visits or analyses of map material. In addition, a survey of the most important target groups provided impulses for potentials and measures that simplify and enable an analysis.

This detailed method has demonstration character for comparable feasibility studies. The results can give advice to the planning process of new railways or for making existing railway lines more attractive.

The study also lists and assesses measures to exhaust the maximum potential for the train. Preferred short-term measures are intensified information, awareness raising, special charges for short distances and further optimizing of timetables. Last but not least it is necessary to improve access routes to the train stops especially from the main entrances of the big enterprises.

In consequence of the study results first investments in new access routes are prepared, first measures in enterprises are implemented (for example monitors with train schedule).

NUTS region(s) concerned by the pilot action (relevant NUTS level)

Pilot action concerned NUTS3 region "Oststeiermark".

Investment costs (EUR), if applicable

Pilot action as feasibility study includes no investment, no extra budget for the study was foreseen, but a campaign for this content with appr. 4.500 €.

Expected impact and benefits of the pilot action for the concerned territory and target groups and leverage of additional funds (if applicable)

The aim of our pilot action was to increase the number of commuters to Weiz using the new built railway. Employers and schools should be encouraged to support employees and students in using the train.

As a result we observe a constantly rising number of travelers using the train since its implementation for PT in December 2018. First activities in companies are implemented to inform their employees about train timetable (via monitors) and to offer them discounted monthly tickets for their way to work.

The discussion of the study-results with stakeholders and first positive results accelerate further additional activities (e.g. planning a new train-stop in the south of Weiz).

Commuters benefit from better timetables and better access routes. Transport company and regional transport association benefit from more income by more passengers. Enterprises and schools benefit from improved accessibility and a more attractive position.

These results help to reduce car traffic in the FUA and helps to reduce air pollution. Increasing number of passengers in the trains help to leverage new funds for investments in new and more attractive access routes to the stations.

Sustainability of the pilot action results and transferability to other territories and stakeholders

This pilot action helps to increase the number of commuters using the new built railway and to reduce the share of commuters using their private cars on the way to work. This reduces CO₂-emissions and makes it possible to reduce the area needed for car parks at the companies and near the schools.

Public transport improves its image, other people are encouraged to use the train for daily trips - again with positive impact on the environment and CO₂-emissions.

The results of feasibility study are the basis of the new transport strategy within the FUA and also a basis for investments and of planning processes generated in the new installed regional "Forum Mobility".

As the methodology of the feasibility study is applicable to public transport as a whole the next step is to elaborate on an adjusted feasibility study to increase the number of bus-travelers within the FUA. Feasibility studies can also help to analyze additional potential along other railway lines in the federal state.

The main finding of this feasibility study is that opening a new railway line with new stops near the city center and near big companies has to be attended by soft measures for commuters and by additional infrastructural measures to exhaust the commuting potential for the train.

The train operator has to design a timetable taking into account the start time and end time of shift workers. Communities together with companies have to adjust access paths to the stations. Using new technologies for communication of timetables and ticket offers is essential.

If applicable, contribution to/ compliance with:

- relevant regulatory requirements
- sustainable development - environmental effects. In case of risk of negative effects, mitigation measures introduced
- horizontal principles such as equal opportunities and non-discrimination

With feasibility study no regulatory requirements were touched. All discussed measures can be realized within existing regulations.

The contribution to sustainability is the reduction of individual car transport and the reduction of car emissions.

Pilot action itself has no relevant risk. The only risk is that the extended railway will not gain enough passengers within the next years for maintaining the existing number of train connections. To reduce this risk a bundle of measures is described in the feasibility study, some of them are in the planning stages (attractive access routes to station, new train stop in the south of Weiz).

References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links
If applicable, additional documentation, pictures or images to be provided as annex

Relevant deliverables regarding the Pilot Actions:

- ✓ D.T3.8.1
- ✓ D.T3.8.2
- ✓ D.T3.11.1
- ✓ D.T3.12.1
- ✓

Project Outputs and Downloads:

- ✓ https://www.weiz.at/Gemeinde/Projekte/Smart_Commuting
- ✓ <https://smartcommuting.fvv.tuwien.ac.at/weiz/>

Campaign and supporting the outcome of the feasibility study. "Climate friendly on the go".



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