

## D.C.3.4 LOW-CARB OUTPUT FACT SHEETS

### O.T1.2.1 Action plan for implementation of integrated low-carbon PT services in functional urban area of Leipzig (Germany)

Project index number and acronym	CE1100 LOW-CARB
Output number and title	O.T1.2.1 Action plan for implementation of integrated low-carbon PT services in functional urban area of Leipzig (Germany)
Responsible partner (PP name and number)	PP1 - Leipzig Transport Company PP2 - Central German Transport Association PP3 - City of Leipzig
Project website	<a href="http://www.interreg-central.eu/low-carb">www.interreg-central.eu/low-carb</a>
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 Leipzig northern industrial area (Nordraum) is one of the largest and most important economic hubs of the Saxony region in Germany and Leipzig's primary industrial site. The area spans over about 50km<sup>2</sup> and features around 35,000 jobs. The rapid development of the industrial area initiated a new flow of traffic with a dynamic perspective. A massive increase of employees is expected until year 2030. The private car is the main transportation mode in the area for employees and suppliers. The PT offer at the industrial plant and in the surrounding areas is confusing for users. The last mile mobility offer (by means of active travel or sharing services) is lacking. Tram and local train connections are poor and not well interconnected.

The Leipzig Public Transport Company (LVB), the Central German Transport Association (MDV) and the City of Leipzig cooperated with clear roles and assignments together with regional and FUA stakeholders from the affected surrounding communities and with companies located in the planning area. A local Steering Group formed of all three partners led the process and endorsed the Action Plan. An external

expert in traffic modelling cooperated closely with the stakeholders in the data processing and scenario building phase.

Starting from the process of developing the first mobility strategy for the area, Nordraumkonzept 2025+, the LOW-CARB partners in FUA Leipzig developed the Masterplan Mobilität Nordraum Leipzig (Mobility Action Plan Leipzig North Area) aiming at a strong increase of environmentally friendly transport offers, to reach ambitious municipal aims. The Action Plan has been prepared for adoption by the City of Leipzig and the FUA public authorities.

A set of almost 90 measures is clustered in 14 packages focusing on horizontal measures (e.g., stakeholder cooperation, communication, company-based mobility management), rail (e.g., improvement of the regional rail infrastructure), local public transport (e.g., enhancement of the bus and tram offer, on-demand services) and last mile (e.g., mobility hubs, new cycle paths, Bike/ Park and Ride). All ongoing mobility projects in the planning area were clustered, and a traffic model was developed (based on PTV VISUM with modal split data, actual and expected economic and workforce development until 2030). In parallel, the companies located in the planning area were interviewed in relation to their mobility needs.

The measure implementation will require a joined financial effort among all the key stakeholders, compensated by governmental and European funds. A governance strategy for the implementation of measures has also been designed including a working structure for the upcoming years, and a new decision-making process. For the implementation of several actions a communication strategy will be developed by the marketing team. The implementation will be monitored by the coordination team, using the pilot action accessibility map REACHIE<sup>1</sup> as adapted planning tool which measures the effects of actions based on increased accessibility and further data. Additional further studies are planned by the city to measure the possible effects of actions of the masterplan towards road infrastructure MIT use and commercial transport.

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

The region that is covered by the mobility strategy refers to the northern industrial and business area of Leipzig close to the airport Leipzig/ Halle and located in the functional urban area of Leipzig. The NUTS region referring to the action plan is:

#### Functional urban area of Leipzig

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

<sup>1</sup> <https://www.interreg-central.eu/Content.Node/LOW-CARB--Reachie-Tool-Factsheet.pdf>

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

The success factors that were at the basis of developing a realistic Action Plan for Leipzig industrial area with real chances for implementation were based on (1) a long-lasting good collaboration culture among the most important stakeholders at the city, FUA and regional levels, (2) the strong interlinkages between the “Mobility Strategy 2030” and political goals for Leipzig and the local development strategies tackling certain pilot areas like the “Nordraum” that is discussed in LOW-CARB project, and (3) the involvement of direct beneficiaries of the actions, representing the companies located in the areas that represent one of the main regional economic drivers (i.e. the large companies like Porsche, BMW or DHL).

The process of developing the masterplan has shown the following results and lessons learned:

- Following the SUMP approach worked well and lead to a high acceptance and willingness for the implementation.
- The process and the flexibility in the process allowed looking beyond borders to consider new ways of mobility and innovation.
- An ambitious vision could be created through not focusing direct in the beginning of financial resources.
- The process showed that all stakeholders need a willingness for change and a strategic view beyond the transport sector to take in consideration needs of companies and economy.

The close cooperation of all stakeholders and especially the companies with leading decision-makers will be the key for a successful implementation. The implementation of measures in the target area is expected to change the modal split in the favor of public transport and active modes, especially cycling, and solve the most pressing problems related to accessibility in the area for both passengers & employees) and supplies for companies (logistics).

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

The new governance structures set up in Leipzig FUA are one of the strongest best practices that have a high take-up potential in all other Central European cities and regions and beyond. The innovative and smart governance setups in Leipzig, Brno, Koprivnica and Szeged, placed the LOW-CARB FUAs in the position of frontrunners in Central Europe who can positively influence the processes in other cities. The cooperation models as developed in Leipzig, Brno, Koprivnica and Szeged FUAs, with the PT companies as initiators of the planning process, has high relevance in the current discussion of mobility planning for urban nodes in the regional context with inter-connectivity with the TEN-T network, both for passengers and freight. Moreover, the PT operator as confident actor in the planning process with a strong role in mobility data management is another important take-up element that can be transferred to any other Central European and European city. The best practices built on the action plan development in LOW-CARB FUAs will be featured in a new SUMP Topic Guide for functional urban areas and peripheral areas, a cooperation among LOW-CARB and CIVITAS ECCENTRIC. Through the publicity around the SUMP Guidelines and the linked Topic Guides and Practitioners Briefings, realized under Eltis, CIVITAS, research and innovation projects and partnerships will ensure the take-up and transferability to regions and cities from Europe.

The action plan developed by Leipzig is an example of cooperation among both public and private stakeholders, which has been positively perceived by decision makers. The process conducted in Leipzig showed that a multi-level cooperation between different city departments, between institutions and between the public and private actors can lead to better results in terms of regional mobility planning with shared responsibilities and ownership. As the partners in Leipzig said: *“If LOW-CARB didn’t exist, we would have had to invent it.”* The framework offered by the project worked so well in Leipzig, and the governance model has been so positively evaluated, that it has been further taken-up in the implementation phase of the action plan measures and its further updates. It is because of such a holistic approach on governance that the acceptance of proposed actions is high and that all involved departments and other important stakeholders do have a feeling of ownership.

The Action Plan has been widely accepted among all relevant stakeholders who directly participated in the elaboration process. The results of the Action Plan will feed the process of the elaboration of the future mobility concepts for Leipzig and for its functional urban area. LOW-CARB envisaged from the beginning that the development of Action Plans and Pilots (as Core Outputs) are linked to relevant energy and mobility planning processes (i.e. SEAP and SUMP) to create a strong political commitment for the implementation and upscaling phase.

In relation to financial sustainability of the action plan, MDV won an additional funding from the German Interreg co-funding programme for the capitalisation of LOW-CARB project results for the development and establishment of a new regional institutionalized Governance Model for the Action Plan realisation and joint financing (GO-MONO - GOVERNANCE für MOBILITÄTSOFFENSIVE NORDRAUM LEIPZIG UND NORDSACHSEN). The Lead Partner LVB ensured sustainability of project outcomes with the capitalisation projects Dynaxibility4CE (4th capitalisation call from Interreg central Europe, including the partner cities Krakow and Koprivnica) - focusing on the further development of the Central Europe SUMP Competence Centre and its use by SUMP National Task Forces and/or Civinets - and the German co-funded capitalisation project on smart regions’ development CORA.

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

D.T1.5.1-4 Action Plan Leipzig and annexed brochure

[LOW-CARB Handbook on Mobility Strategies](#) and [Recommendations for low-carbon mobility planning with companies in suburban areas](#)