O.T3.2 & DC.3.4 PILOT FACT SHEET

Combined PT & e-bike sharing service in Kraków's FUA

Project index number and acronym	CE1100 LOW-CARB
Lead partner	PP1 - Leipzig Transport Company (LVB)
Output number and title	T.T3.2 combined PT & e-bike sharing service in Krakow's FUA
Deliverable number and title	O.T3.2 & DC.3.4 Output Pilot Fact Sheet
Responsible partner(s) (PP name and number)	PP 12 ZTP Krakow
Project website	www.interreg-central.eu/low-carb
Delivery date	30/11/2020
Status	Public

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

Krakow Transport Authority developed a hub for reloading goods from delivery vans to cargo bikes, based on a traffic re-arrangement plan for the introduction of the loading node at Ogrodowa St. The project was implemented on December 6th 2019 at. Ogrodowa Street, and consists of parking spaces for vans of 10m x 2.5m (2m) designed exclusively for the system users and parking spaces for cargo bikes of 2m x 2.5m secured by flexible posts. Furthermore, an e-bike sharing system was implemented at a FUA location where two communes meet - Skawina commune (typically satellite) and Kraków commune (typically metropolitan). The location is characterized by access routes to Krakow from the Skawina side lead and southern districts of Krakow such as Dębniki, Łagiewniki - Borek Fałęcki and Podgórze Duchackie. In the immediate vicinity of the only station of the system (places for renting and returning bikes) located at the Park&Ride Czerwone Maki, there are densely populated housing estates, and clusters of commercial or business- office buildings. The Park-e-Bike system consists of one station for renting and returning a fleet of 43 bikes with electric assistance, launched in 2020. After evaluation and adaptation, the station service is available from 8:00 am to 8:00 pm. Before renting a bike, you need to download the application and register (phone number verification). System users can use the bicycle free of charge throughout the day in Krakow and Skawina. Information about the system is available on the website https://park-e-bike.ztp.krakow.pl/.

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

PL213, Miasto Kraków

Investment costs (EUR), if applicable

Total investment cost: 178 064,09 EUR
Total eligible investment cost: 148 663,52 EUR
Cost for 5 cargo e-bikes (total eligible): 25 728,03 EUR
Total cost of implementation of public bicycle system consisting of 43 electric bicycles: 152 336,06 EUR
Including eligible cost: 122 935,49 EUR

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

From the point of view of the purpose and / or nature of the trip, the target users of the Park-e-Bike will be both residents of Krakow and people coming to Krakow. Potential recipients - users of the Park-e-Bike system - are people commuting to the center of Krakow from the south located communes, mainly from Skawina. Due to the place of departure and its purpose, recipients can be divided into: - 1) residents of Krakow, living in the south and south-west areas, working in the city center, residents of the Dębniki district and residents of the functional area of the city (FUA), located south of the Park-e-Bike system, working in the city center, - 2) residents from outside FUA (3), - cyclists (4), - students from outside FUA, living in the functional area and the south-west of the city (5), - tourists. The project implementation contributed to the integration of the bicycle infrastructure in the city of Krakow (good connection with the existing network of bicycle paths), as well as to the improvement of the quality of bicycle transport infrastructure.

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

The pilot implementation of the Park-e-Bike system in turn provided convincing evidence of the huge demand for this type of public transport services. The evaluation confirmed once again that the introduction of the electric public bicycle system is an important and desirable utility alternative for those who have so far chosen the car as a means of urban mobility. Therefore, the activities started under the project will be continued or extended also after the formal end of the project. Kraków, among others thanks to participation in the Dynaxibility4CE project, wants to continue to actively participate in the discussion on the possibility of developing pilot solutions implemented in the Low Carb project.

Lessons learned and added value of transnational cooperation of the pilot action implementation (including investment, if applicable)

Exchange of knowledge and experience as well as a new perspective on the implementation of innovative solutions in the field of low-carbon mobility with European partners. Thanks to participation in the project, we initiated a new approach in the field of integrated low-emission mobility planning (SUMP) among the neighboring municipalities covers the functional urban area (FUA) of the city (Krakow metropolitan area).

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-descrimination

- The implementation of the project contributed to the improvement of the quality of bicycle infrastructure in Krakow and FUA. Improving the quality of services in the field of cycling, using modern, non-emission electric bikes, increasing travel comfort and shortening the travel time, will contribute to increasing the share of environmentally friendly bicycle transport and thus improving the environment in the vicinity of the project.

Predicted reduction of pollution indicators for pilots:

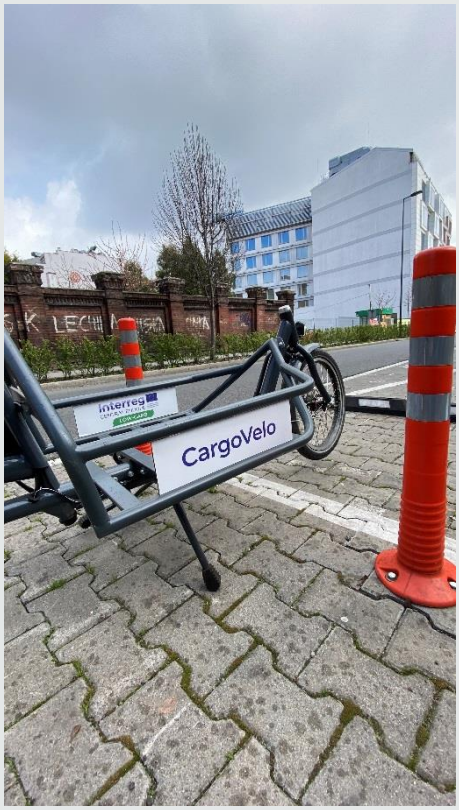
Pollution reduction for pilots:		
CO2	16,2	ton
CO	0,7	ton
SO2	0,0005	ton
NOx	0,1	ton
PM2.5	0,013	ton
PM10	0,013	ton

- The project has a positive impact on the principle of equal opportunities for women and men. According to the analysis of bicycle traffic conducted by the Kraków City of Bicycles Association in 2015, 60% of cyclists are men and 40% women. Women choose the bicycle as a means of everyday travel less often than men. The project leads to the possibility of using a safe, low-emission and convenient means of transport, increasing attractiveness of bicycles as a means of everyday communication significantly. This may convince women who are not using the bicycle to change the mode of transport. Thanks to a convenient and safe means of transport located in a convenient place, which is Park e Bike Czerwone Maki, it will also have a positive effect who cannot give up the car, e.g. parents who bring their children to different schools located far away from each other. Therefore, there will be an increase in the number of cyclists, including women, which will improve mobility and reduce the gender gap.
- Access to Park e Bike system will be free and intended for everyone, including the disabled.

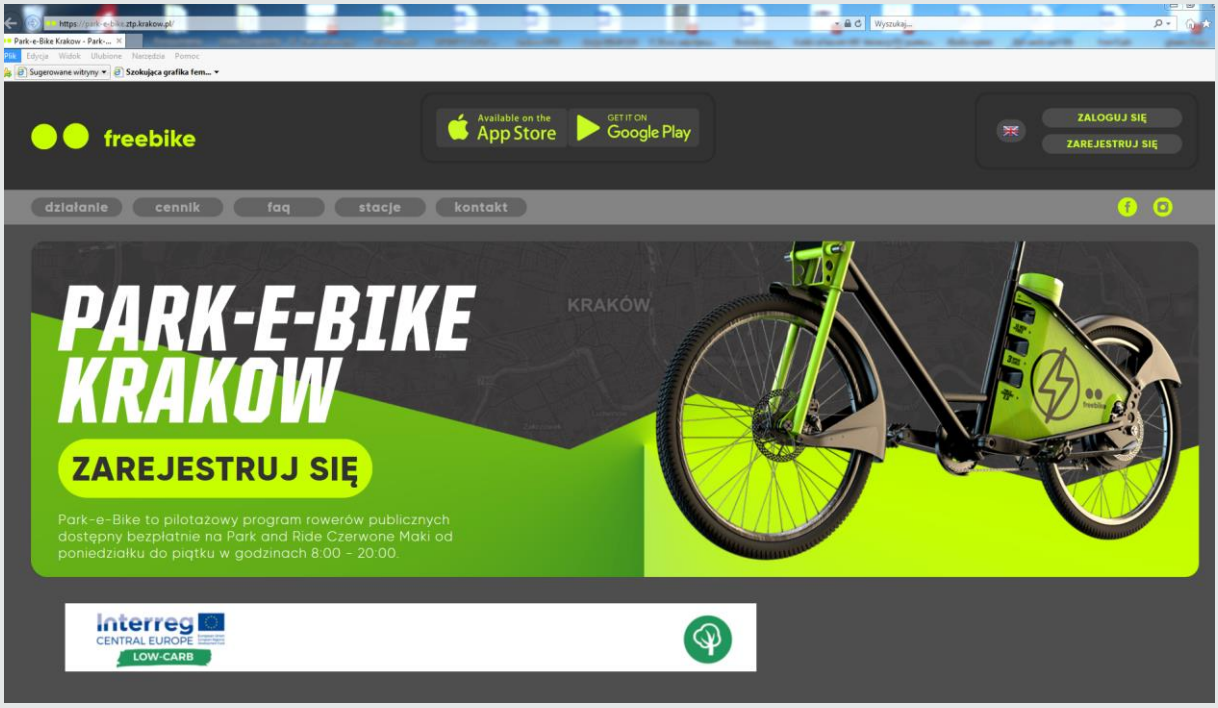
References to relevant deliverables (e.g. pilot action report, studies), investment factsheet and web-links
If applicable, additional documentation, pictures or images to be provided as annex

Pictures of e-bikes

Pictures of station of e-bike sharing system – Park -e-Bike



Pictures of cargo e-bikes and implementation of traffic re-arrangement for the hub at Ogrodowa Street



Website of e-bikes sharing system with Low-Carb logo

- https://park-e-bike.ztp.krakow.pl/ - website of e-bikes sharing system
- http://ztp.krakow.pl/cargovelo/ - - website of cargo e-bikes sharing system

Please also refer to the deliverables D.T3.3.1-D.T3.3.3 Preparation, implementation and evaluation reports.