LOW-CARB PARTNER, SZEGED, SCOPS CIVITAS AWARD AND LOOKS BEYOND

LEIPZIG LOOKS AHEAD TO 2030 – UNANIMOUSLY!

‘Leipzig Kommt!’ or ‘Leipzig hat Zukunft!’ were monikers seen dotted on posters around the city in the early 1990s. Once again, it’s experiencing strong population growth, as over a century ago. But with many new residents counting on being able to continue driving their cars, the city authority foresees gridlock within years. For this reason, Stadt Leipzig has adopted a new strategy to tackle the growing crisis, seeking to guarantee ‘mobility is safe, reliable, clean, affordable and should ensure that every population group has the opportunity to participate in’. On Thursday, September 27, 2018, it was welcomed by the city council - unanimously. Read the full article here...

PARMA ROAD-TESTS E-BUSES AS ACTION PLAN TAKES SHAPE

During July, Parma’s TEP took the first Chinese e-bus manufactured in the EU to the roads and tested its energy consumption and approximate recharging times under different conditions (empty, with air-conditioning, etc). Media interest was high and during EUROPEANMOBILITYWEEK (see separate story), Parma’s citizens were invited to share their view. The results of the low-CARB tests, which connects the city’s eastern suburbs, are already feeding into an action plan for multi-purpose charging infrastructure for public transport e-services, to be completed by May 2020. The end result? Seamless multimodal local zero-emission mobility in Parma!

TOWARDS A LOW-CARB ACTION PLAN IN KOPRIVNICA

Koprivnica recently advanced its mobility plan for the city’s functional urban area by tackling head on the issue of integrated coordination. In a bid to strengthen institutional cooperation, in October 15 its surrounding municipalities became stakeholders of the communal utility company, Komunalac Koprivnica, which hosts the e-bus public transport network, the (e-)bike share system and maintenance cycle and pedestrian infrastructure. LOW-CARB’s task is to multi-stakeholder collaboration, data sharing and joint financing of public transport projects as key to the success of any functional urban area’s SUMP and low-carbon action plan, something Koprivnica is on track to demonstrate.

LOW-CARB ‘AT LARGE’ DURING MOBILITY WEEK

With EUROPEANMOBILITYWEEK participation reaching record levels for a third straight year, LOW-CARB played its part from September 16-22! All partners, including Koprivnica, Brno, Szeged, Skewerne and Parma undertook specific activities and measures, while Leipzig led the way, engaging employees at their worksteads in the northern industrial area and beyond as they were informed about public transport offer. Not only in Leipzig were consultations hosted to help identify future public transport investments and improvements. In Parma, e-transport services, including electric scooters, moved up the city’s mobility agenda. Tiziana Benassi, the Deputy Mayor for e-transport services, said, “We are implementing a city-wide initiative that promotes e-transport in Parma. This initiative includes the introduction of e-bikes in the city.”

LOCAL TRAINING SERIES KICKS OFF IN POLAND

Together with Partnerska Inicjatywa Miast, Szewcina hosted a four day low carbon mobility planners’ workshop between October 15-17 to discuss e-mobility and #VeloZero. The workshop included two site visits: Jaworzno’s velostrada and e-bus infrastructure and to see e-mobility solutions in Wola Duchacka. Experiencing mobility measures gave a big boost to those exploring alternatives, and so site visits and training are key to motivating transport practitioners. Twenty one such language events are planned in 2019 and 2020 to improve skills, foster exchange and provide insights into LOW-CARB’s pilots’ results. Details will be in the Interreg calendar here.

PEER-TO-PEER EXCHANGE CALL EXTENDED

LOW-CARB’s Followup City Programme has already won over interest from as far afield as Batum, Krakow’s Metropolitan Area and Muszyna, the inter-municipal community of Castel, Frosinone and Trana. But for the five envisaged peer-to-peer exchanges to succeed, LOW-CARB seeks to fill “all free places”, so if your region, city or town lies within the Interreg Central Europe region and develops a SUMP for its functional urban area and/or oversees or undertakes a low-carbon mobility pilot measure, this is for you! Apply today to become one of our 18 exclusive followers!

REALISING A LOW-CARB FUTURE

Following interviews with Szeged’s Sándor Nagy and Antonio Rizzi of TEP Parma, the LOW-CARB Digest recently spoke to Ronald Juhász, Managing Director of Technology and Operations at UVB, Leipzig’s public transport company, about the city’s new 2030 Strategy and its forthcoming LOW-CARB action plan. Given that the company sits at the helm of the LOW-CARB project, we also asked him to share his views on the project at the midway stage. His responses make for a fascinating read.

SHARED MOBILITY SOLUTIONS

Shared bikes are lauded as a clean and effective alternative to motorised transport in urban areas, and indeed the LOW-CARB project will make its own investments into station-based systems. However, the advent of competing ‘free-floating’ sharing schemes has brought ‘bike lift’ to city streets and forced the introduction of new regulations. A thought-provoking ‘Innovation Brief’ on the pros and cons of dockless-bikes by Hungary-based Mobilissimus was recently released by CIVITAS PROSPERITY and compares how Vienna in Austria and New York City have managed their entry into the rapidly evolving marketplace. The secret it seems, is to introduce them as last-mile solutions in the peripheries of functional urban areas. But dedicated bicycle racks, marked hubs (see picture) or ‘geofenced’ spaces are solutions too. Download ‘Regulating dockless bike sharing’.

LOW-CARB is funded by the Interreg CENTRAL EUROPE Programme, Hungary and Italy, which encourages cooperation on shared challenges in Central Europe. With EUR 249 million in funding from the European Regional Development Fund, the programme supports institutions working together beyond borders to improve cities and regions in Austria, Croatia, Czech Republic, Germany, Hungary, Italy, Poland, Slovenia and Slovakia.