

D.C.3.4 OUTPUT FACT SHEET

Version 2

O.T1.1.1 Strategy on new institutional coordination for integrated mobility planning in FUAs

Project index number and acronym	CE1100 LOW-CARB
Output number and title	O.T1.1.1 Strategy on new institutional coordination for integrated mobility planning in FUAs
Responsible partner (PP name and number)	PP1 - Leipzig Transport Company PP2 - Central German Transport Association PP3 - City of Leipzig PP5 - City of Brno PP6 - City of Koprivnica
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 strategy on new institutional coordination for integrated mobility planning in FUAs was developed as a basis for the involved project partners to create an efficient governance model at the FUA level that would enable them to expand the scope of low-carbon mobility planning to the FUA level. The result of the dialogue process was the development of Action Plans for low-carbon mobility in FUAs (deliverables D.T1.5.1-4, one separate document per FUA)¹, considering public transport as the main pillar in the transit mobility, data management, and planning together with private companies (PPPs).

¹ <https://www.interreg-central.eu/Content.Node/LOW-CARB-Output-factsheet-Action-Plan-Leipzig.pdf>; <https://www.interreg-central.eu/Content.Node/LOW-CARB-Output-factsheet-Action-Plan-Brno.pdf>; <https://www.interreg-central.eu/Content.Node/LOW-CARB-Output-factsheet-Action-Plan-Koprivnica.pdf>

The process was conducted in 3 stages. Firstly, the project partners conducted an analysis of the current regulatory framework and stakeholder involvement process in their FUA. Based on their findings, stakeholder involvement was planned, working groups established and the collaboration framework designed and agreed upon. This created the basis for establishing new and innovative governance models and collaboration methods applied in the framework of Action Plans development. The model implied a close collaboration between core stakeholders represented by the municipality and the public transport operator (on top in Leipzig the regional transport authority has been part of the Steering Group too). The actions outlined in the FUA Action Plans are the results of this holistic and complex governance process that different levels of cooperation: vertical, horizontal, spatial and inter-sectoral. The development process of the 3 LOW-CARB Action Plans showed that a FUA-level governance process must take into consideration the political and administrative realities at the local and regional level, the alignment with ongoing processes, and all needs and challenges of the relevant stakeholders. Such a process has high potential of becoming a mainstream in planning mobility at a wider geographical scope to reach energy and climate objectives.

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 the functional urban areas of Leipzig (DE), Brno (CZ) and Koprivnica (HR).

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

The region that is covered by the strategy on new institutional coordination for integrated mobility planning in FUAs is the functional urban area of Brno. This is the area having the City of Brno at its center, and its natural hinterlands linked to the urban center by intensive daily commuting flows:

Functional urban area of Brno

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

The NUTS region that is concerned by the FUA Koprivnica strategy on institutional cooperation is the Sub-region (NUTS 3), HR045 Koprivnicko-krizevacka zupanija. The term of Functional Urban Area in Croatia is not used at all. According to the Croatian Law on regional development, Croatia has the central state, cities, municipalities and counties i.e. NUTS 3 sub-regions. The FUA Koprivnica is an area that is not formally recognized but lies on the natural commuting mobility flows in the region and the connections that exist between the City of Koprivnica and each individual municipality:

Functional urban area of Koprivnica

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

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

The stakeholder involvement strategy designed to support the Action Plan development in FUAs Leipzig, Brno and Koprivnica contributed to identify and agree with key stakeholders a set of concrete actions that can contribute to improve sustainable mobility and transport in each city and its functional urban area in a short-, medium- or long-term timeline. The actions and measures outlined in the Action Plans are the result of such a holistic approach on governance based on a strong collaboration between the urban center (municipality), the municipalities part of FUA, and the public transport operator(s). New approaches on stakeholder management and collaboration frameworks led to a higher acceptance of the proposed measures and to a higher sense of ownership among all involved stakeholders. The close cooperation of all stakeholders and especially the private actors (e.g. private companies and industry players in Leipzig) proved to be key for a successful implementation of measures. The developed governance strategy is thus a first step to transpose the vision set in the Action Plans into reality. Moreover, the cooperation established is helping not only the implementation of the measures but also their evaluation (e.g. by the means of the new monitoring & evaluation tool developed by Brno²). LOW-CARB involved over 100 stakeholders (local, regional, national public authorities, sectoral agencies, infrastructure and service providers, interest groups, research, business support organisations) in the cooperation process to initiate change towards low-carbon mobility systems in FUAs. LOW-CARB action plans are adopted or endorsed by 77 institutions (e.g. municipal, regional, national authorities, public transport companies). The perpetuation of newly created governance structures is illustrated by the creation of a joint public transport service area in the rural FUA of Koprivnica, or by the successful funding acquisition to finance the governance structure during action plan implementation in Leipzig.

² More details on the GIS-based monitoring tool can be found in the brochure at <https://www.interreg-central.eu/Content.Node/LOW-CARB-SUMP-monitoring-tool-brochure-EN.pdf> and in the factsheet at <https://www.interreg-central.eu/Content.Node/LOW-CARB-SUMP-Monitoring-Tool-Factsheet-EN.pdf>

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

Actions outlined in the LOW-CARB action plans are the results of a governance process initiated by the relevant departments in cities who led the newly formed steering groups involving the public transport operator and/ or regional transport authority. The smaller municipalities part of FUA have been strongly involved in the process. The cooperation based on these structures will be sustained in Leipzig through successful funding received to finance the governance structure throughout the implementation of action plan measures. Koprivnica newly established FUA realized a concrete action plan ready for finance through a thorough collaboration among several municipalities, a new model in Croatia that proved successful and has high replicability potential. The SUMP update and the yearly updates announced by Brno proved that their collaboration framework is a success factor for initiating change in the strategy development. Key stakeholders and target groups from the FUAs (e.g., public authorities from all governance levels, private sector, interest groups, the public) were involved throughout via workshops, surveys, online consultation, and adopted/endorsed the action plans. The capitalisation of governance structures is shown by: 1. creation of a joint public transport service area in FUA Koprivnica, 2. German Interreg co-funding acquisition by MDV for capitalisation of LOW-CARB results, respectively implementation and joint financing of measures by a new regional institutionalised Governance Model (GO-MONO: GOVERNANCE für MOBILITÄTSOFFENSIVE NORDRAUM LEIPZIG UND NORDSACHSEN).

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.C.3.4 Output factsheets - FUA Action Plan for implementation of integrated low-carbon PT services in functional urban area:

- O.T1.2.1 Leipzig: <https://www.interreg-central.eu/Content.Node/LOW-CARB-Output-factsheet-Action-Plan-Leipzig.pdf>
- O.T1.2.2 Brno: <https://www.interreg-central.eu/Content.Node/LOW-CARB-Output-factsheet-Action-Plan-Brno.pdf>
- O.T1.2.3 Koprivnica: <https://www.interreg-central.eu/Content.Node/LOW-CARB-Output-factsheet-Action-Plan-Koprivnica.pdf>

D.T1.5.1-4 Action Plans for implementation of integrated low-carbon PT services in functional urban areas:

- Leipzig: <https://www.interreg-central.eu/Content.Node/CE1100-LOW-CARB-D.T1.5.1-4-Leipzig-action-plan.pdf>

- Brno: <https://www.interreg-central.eu/Content.Node/CE1100-LOW-CARB-D.T1.5.1-4-Brno-action-plan.pdf> and brochure: <https://www.interreg-central.eu/Content.Node/Brno-Action-Plan---SUMP.pdf>
- Koprivnica: <https://www.interreg-central.eu/Content.Node/CE1100-LOW-CARB-D.T1.5.1-4-Koprivnica-action-plan.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>