

# TEMPLATE

## Output factsheet: Strategies and action plans

Version 1

<b>Project index number and acronym</b>	CE25 MOVECIT
<b>Lead partner</b>	LP - Development agency Sinergija, Slovenia
<b>Output number and title</b>	O.T3.1.1 13 mobility plans developed for 13 Central Europe municipality's units to fostering CO2 reduction
<b>Responsible partner (PP name and number)</b>	PP3 - Climate Alliance Austria, Austria
<b>Project website</b>	<a href="http://www.interreg-central.eu/Content.Node/MOVECIT.html">http://www.interreg-central.eu/Content.Node/MOVECIT.html</a>
<b>Delivery date</b>	January 2018

### Summary description of the strategy/action plan (developed and/or implemented)

The Workspace Mobility Plans analyses the current situation of mobility in the region. With the project MOVECIT the city wants to raise sustainable mobility among their employees even more and wants to be a best-practice example for other municipalities around.

The WMP contains a description of the different locations where employees are working. On a map the location is marked as well as the stops of the public transport and the walking distance.

Further an analysis of the questionnaire in connection with the inventory of the situation in the city is given. The different sectors public transport and its walking distances, individual transport, E-mobility, carpool, bicycle and walking are analyzed. This part shows already possible measures that could improve the use of sustainable transports. The WMP is elaborated not only for the territory of the town, but for whole its FUA as at least nearly 50% of employees (according to the online questionnaire) are commuting from beyond the city. So, the analysis and measures take in account living conditions, public transportation and bicycle infrastructure within the FUA, as far it is important area of the daily commuting of employees.

The last part of the WMP contains the discussed measures. With Gernot Kreindl an expert of environmental questions and the heads of important departments in the municipality possible measures were discussed in advance at a stakeholder meeting. Measures were discussed and worked out for the action plan.

There are 3 different locations of the municipality Leoben where employees are working. 6 different measures have been developed. We fixed the responsibility, who takes the cost and the milestones of implementation. Some of the working locations are not directly in the city center, why the connection to public transport, bike lanes and far walking distances are a challenge. The measures are half with a low and half with a medium complexity and started to be implanted in spring 2018.

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

Leoben is part of the NUTS 3-Region Eastern Upper Styria. The composition of the NUTS 3 regions has been also with regard to spatial relationships. The analysis of the regional economic structure and the level of prosperity in this larger spatial context also take into account regional potentials and interdependencies. Furthermore, Leoben is the second largest city in the Austrian province of Styria, the center of the Upper Styrian industrial area and capital of the district of the same name. The city has a long tradition in mining and metallurgy, has one of the most important sites of the Austrian iron and steel industry with a plant of Voestalpine AG in the district of Donawitz and is the seat of the Montanuniversität Leoben. The municipality of Leoben has been a Climate Alliance since 1993 and has participated in the Mobility Week initiated by Climate Alliance Austria for many years. This week and on the "car-free day" actions are carried out in Leoben to raise awareness within the population for sustainable mobility. Leoben is located on the main train line between Austria's capital Vienna and Villach in the south. The region is also well connected to the public transport network. The frequency of the trains to / from Leoben is fortunately very high. Due to the low prices for parking, however, it is very tempting to use the car in Leoben despite the good public transport offer.

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

The aim of the WPM is to reduce the motorized transport. Different measures in the field of bicycle, walking, public transport, carsharing and carpooling facilitates to reduce the motorized transport and saves CO<sub>2</sub>. Other aims are:

- × To raise the proportion of sustainable mobility
- × To improve the physical health of employees by raising awareness of walking and biking
- × To improve the infrastructure for sustainable mobility
- × To reduce costs for business-trip

- × Awareness raising and sensitization of employees on the topic sustainable mobility
- × Increase pedestrian awareness by creating maps with walking destinations and other competitions
- × Best-practice example for other municipalities around

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

The WMP was developed for the municipality of Leoben with a focus on the different working locations of employees. It is very specific that's why the WMP is not easily transferred to another municipality. The situation of public transport, bike infrastructure and walking infrastructure is everywhere different. As well as the commitment of the municipalities for the development of sustainable transport is everywhere different.

The developed strategy of the WMP could for sure be used for other municipalities as well.

Leoben will be a role model for sustainable mobility especially for e-mobility for other municipalities and that will be an important impact in the region. Stakeholders of other municipalities around can undertake implemented measures and could benefit from each other.

### Lessons learned from the development/implementation process of the strategy/action plan and added value of transnational cooperation

- × It is very important to get in touch with a motivated stakeholder of the municipality, who forces the topic
- × It is important to have a look at the municipality yourself. Go with bike around, walk around and use public transport in the municipality so you experience the situation yourself
- × It is good to involve the heads of the different departments in the city to develop good measures
- × A working team (mobility team) is very useful for progress
- × Use examples of other partners - not everything has to be reinvented

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

The output factsheet refers to:

D.T3.2.8: Workplace mobility plan for Leoben