

OUTPUT FACT SHEET

Pilot actions - SUMP

Project index number and acronym	Smart Commuting CE1161
Output number and title	O.T3.1 PILOT ACTIONS - SUMP
Investment number and title (if applicable)	
Responsible partner (PP name and number)	Municipality of Weiz
Project website	https://www.weiz.at/Gemeinde/Projekte/Smart_Commuting
Delivery date	05/2020

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

The main goal for Weiz and the other municipalities of the functional urban area (FUA) in SmartCOM is to increase the share of sustainable, eco-friendly means of transport (walking, cycling, and the use of public transport) in the overall Modal Split of commuters. To reach this goal the share of cars must be reduced.

Our SUMP is focused on increasing the appeal of sustainable mobility, raising the awareness of the main target groups with generally improving communication and information of the public. After defining priorities and targets a set of measures and activities was developed and in part already implemented: an extended railway line, an improved regional bus service, drafting a cycling strategy for the FUA and mobility hubs. The SUMP defined additional measures to be implemented in accordance with the stakeholders of the program. By defining responsibilities, costs and financing sources a schedule for implementation is prepared.

Additional measures for short-term implementation are:

- Making access routes to PT stops / stations pedestrian-friendly
- Install roof + bench at bus/tram stops
- Open a one-stop mobility service point in combination with a mobility information portal (web, app)
- Install a joint administrative body among municipalities for mobility (Forum Mobility)
- Awareness raising in health and active mobility in schools and enterprises
- Institutionalize an annual Stakeholder Conference

The SUMP was developed in a participatory process with different meetings of the stakeholder. The special demonstration character is the focus on “soft measures” in addition to investments in infrastructure and schedule improvements. The SUMP points out the most effective soft measures.

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

Pilot action concerned NUTS3 region “Oststeiermark”.

Investment costs (EUR), if applicable

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

Although the goals seem rather ambitious (the share of cars used for commuting to work shall be reduced by half from appr. 80% in 2016 to appr. 40% in 2030), they are part of the “Vision of future Mobility” in the urban region. By achieving them, a noticeable relief of traffic should be achieved in the city center of Weiz - thus available space (streets, squares) is made attractive for the use of sustainable and eco-friendly mobility, also the quality of public places will increase.

The SUMP process ends with the installation of two working groups on mobility: the implementation of the measures will be monitored continually by a “mobility forum”. This forum will convene at least twice a year to adjust and coordinate the activities at administration level and promote the realization of the measures. On the political level an annual mobility conference will help to coordinate mobility planning and financing.

The main responsible party for implementing, financing and maintenance of the measures are the communities. They will be supported by public transport providers and interested parties. Some measures can be financed by sponsoring or county- / EU-subsidies. The implementation of the measures will be monitored continually by a “mobility forum”. This forum will convene at least twice a year to adjust and coordinate the activities and promote the realization of the measures.

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

While the SUMP of SmartCOM targets commuters, the results of the plan shall be compiled in a SUMP for the FUA resulting in an overall mobility strategy for the urban region in cooperation with all stakeholders and the public.

The most effective measures to achieve pre-defined priorities and targets were chosen for short-term implementation with special focus on soft measures like awareness raising, information and continuous coordination between the stakeholders.

By defining responsibilities as well as costs and financing sources a schedule for implementation of the effective measures is prepared.

In combination with the institutional bodies mentioned above the sustainability of the SUMP is guaranteed.

The FUA Weiz is a good practice for comparable regions with high consciousness on “green mobility”, finding the most effective additional measures to raise the benefit of investments in infrastructure. The main finding of this feasibility study is that opening a new railway line with new stops near the city center and near big companies has to be attended by soft measures for commuters and by additional infrastructural measures to exhaust the commuting potential for the train.

If applicable, 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-discrimination

With SUMP and pilot action no regulatory requirements were touched. All discussed measures can be realized within existing regulations.

The contribution to sustainability is the reduction of individual car transport and the reduction of car emissions.

Pilot action itself has no relevant risk. The only risk is that the extended railway will not gain enough passengers within the next years for maintaining the existing number of train connections. To reduce this risk a bundle of measures is described in the feasibility study to exhaust the possible number of commuters using the train, some of them are in the planning stadium (attractive access routes to station, new train stop in the south of Weiz).

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

Relevant deliverables regarding the Pilot Actions:

- ✓ D.T3.2.1
- ✓ D.T3.2.2
- ✓ D.T3.11.1
- ✓ D.T3.12.1
- ✓

Project Outputs and Downloads:

- ✓ https://www.weiz.at/Gemeinde/Projekte/Smart_Commuting
- ✓ <https://smartcommuting.fvv.tuwien.ac.at/weiz/>



Figure 1 SUMP presentation at the mayor's conference



NACHHALTIGER MOBILITÄTSPLAN DER
FUNKTIONALEN STADTREGION WEIZ



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Figure 2 Coverage of the SUMP