Mobility Stations as support of intermodal transport connections

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main challenges of a growing City

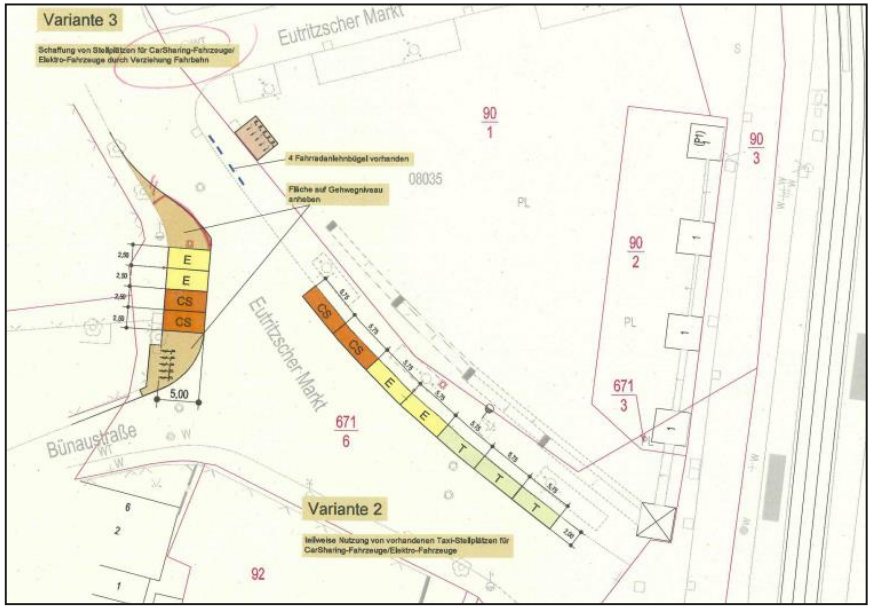
- Leipzig => one of the fastest growing cities in Germany
- with actual modal share for cars and growth of population => high risk of congestion of traffic system and losing the high quality of live standard (air and noise pollution e.g)
- narrow streets with no possibility and no will to increase the space for car traffic

main challenges of a growing City

- increase of modal share of environmental friendly modes of transport is necessary for sustainable growth
- changing from car ownership to car use => decreases the need for car use (people use also other modes of transport more often)
- use of bike sharing schemes and bike parking on public transportation (pt) stops for better pt coverage (intermodal trips)

Mobility Stations as a tool for intermodal connections

- to support the changing between modes of transport (within one trip (intermodal) or for specific trip (multi modal) Mobility stations were created
- basic idea: all modes of transport can be reached at one location
- elements of Mobility Station: Car Sharing | Bike Sharing | car recharging | Public Transportation stops | Taxi | bike parking



Mobility Stations as a tool for intermodal connections

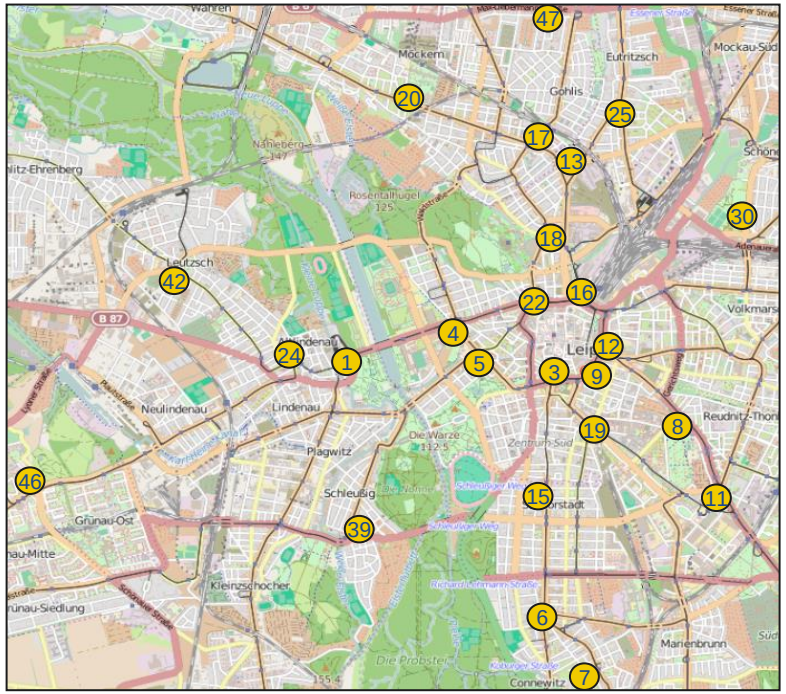
- panel for better visibility and cooperate recognizability
- information (map, available vehicles e.g.) and booking via display and RFID Card
- one card for all modes of transport and a combined invoice by public transportation company

frame conditions and the story…

- basic idea was introduced by the City of Bremen within knowledge exchange project (Koop Stadt: Bremen|Nürnberg|Leipzig)
- main reason for first ideas: no legal framework for car sharing in public space
- development of Leipzig model by the Office for Traffic Planing and Road Construction [2012], including first potential locations

frame conditions and the story…

- planning, coordination and realization was adopted by public transportation company [2013-2016]
- involvement of Car Sharing, Bike Sharing company and provider for e-car recharging
- Total costs of 750.000 € were (partly) financed with European fundings (EFRE) (without costs for sharing cars and bikes)



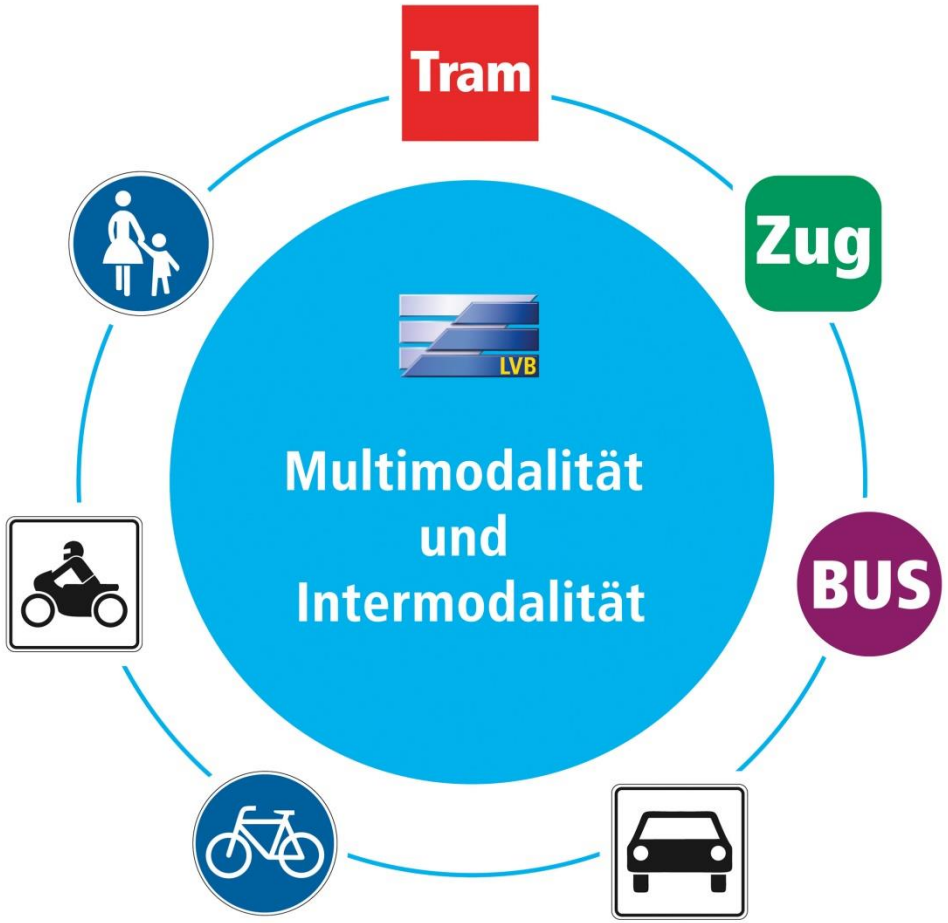
first results and outlook (part I)

- 25 stations were realized by PT company; more locations are planned
- currently no valid data available for increase of bike or car sharing
- A 26th mobility station was initiated and financed by local news paper company (Leipziger Volkszeitung)

first results and outlook (part I)

advantages:

- improved interchange between modes of transport
- easy access for new costumers (first time users for car sharing e.g.)
- holistic mobility service
- support of car independent life style (more use; less ownership)
- cross-fertilization of modes of transport



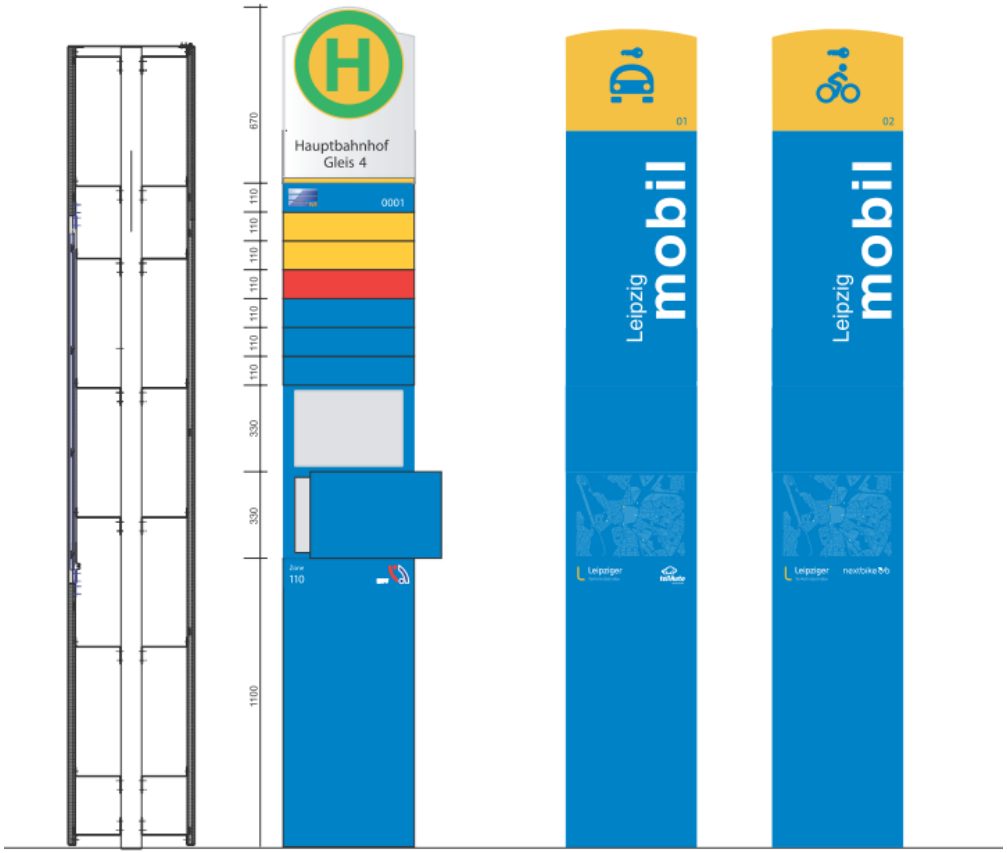
source: LVB GmbH

lessons we've learned, outlook (part II)

- complicated legal framework for implementation
- technical difficulties with soft- and hardware of panels (proprietary development)
- challenging to find suitable locations (25 of 50 potential stations)
- difficult coordination with service providers (bike-/car sharing and charging) (diversity of attractiveness of locations e.g.)

lessons we've learned, outlook (part II)

- number of Mobility Stations should be enlarged (improved access)
- Mobility Stations (light) are planned without display, but with complete service coverage (app based booking)
- additional Mobility Points are planned with particular service providers, but with same cooperate design



Draft for design of new panels,

How to transfer it to other places?

- public transportation network and (at least some) cycling infrastructure is needed=> idea: speed limits (30 kph) in residential areas could be appropriate for cycling (hidden bike infrastructure)
- walking and cycling could be used in residential areas; mobility stations located at the entrance points to residential zones
- potential operator for mobility station => idea: creative solutions like super market chains or local shops (suitable for easy access)

LIDL Bike sharing system; source: www.spar.at

E-Bike charging @ Spar Austria; source: www.spar.at

How to transfer it to other places?

possible steps:

1. finding appropriate areas (comparability, potential users, public transportation coverage) [Where should we start?]
2. contact to potential operators and promotion of advantages to them [What are the benefits for them?]
3. realization and evaluation of pilot activity [Which lesson we'll learn?]
4. adaptation to other areas if successful