

**“CARFREE –
Collaborative public transports For low-carbon and Energy-Efficient suburban mobility”**

Outline

Interconnection and transport represent nowadays one of the main pillar of a smart, sustainable and inclusive growth. Transport and mobility are also vital to the quality of our daily lives, making places accessible and bringing people together (European Commission, 2014). Hundreds of millions of passengers currently travel across Europe every year by different modes of collective transport. Transport plays a key role in people's mobility, access to job opportunities, distribution of goods and civic participation, as well as areas such as leisure and tourism and access to knowledge and training. It is also fundamental for social interactions with family and friends which, in turn, are important to health and wellbeing.

Car sharing, multimodal and flexible public transport are becoming more and more common feasible, but their widespread implementation in low-density, suburban areas is lacking in spite of the tremendous potential for reducing carbon emissions resulting from passenger transports.

In the CARFREE project the policy instruments will be improved foremost by improved governance following from experience of pilot studies where flexible public transports and shared solutions are implemented in X suburban areas to replace energy inefficient car transports. To focus ideas, consider the following case. The suburbs Torsång and Ornäs are situated some 10-15 km from Borlänge – the centre and the transport hub of the region Dalarna – and they are connected to the centre by a collective bus route on both a fixed schedule and a flexible scheme. Upon measuring the mobility of the residents by GPS-tracking it was found that they made 7.5 car trips, 0.3 fixed schedule bus trips and 0.005 bus trips on flexible scheme per inhabitant and week. Furthermore, it was found that the car trips predominately conformed to the bus route both in destination and purpose suggesting that the car trips could readily be replaced by the 5-times more energy efficient bus trips. It was however also found that the bus route implied that the majority of residents lived more than 500 meters from the nearest bus stop while it is normally regarded that daily collective transports are only attractive if they can be accessed within 400 meters for the users. The suburbs are characterized by a strong community with a high rate of private cars transports, well distributed over the day, between the area and the transport hub of Borlänge centre. Hence, there is a good opportunity for exploiting the concept of Shared Transports. Furthermore, the flexible scheme (FTS) is largely unknown to the general public and little used, thus its potential has not been fully exploited. The operational costs are presently high due to low ridership and the low-tech solution of the dispatching. It is integrated with the fixed route public transports, but there is no integration with a community-based Shared Transport solution. Moreover, the FTS could be rendered more flexible in its pick-up and drop-off positions at a marginal loss in running time efficiency. Allowing for flexibility in these positions, instead of the present fixed bus stops, by only 500 meters would drastically improve the accessibility.

To achieve a good matching between the person in need of a travel and both the Shared Transport solution and the improved FTS solution there is a need for a matching tool. Given the coming insourcing of the dispatching system in preparation by Dalatrafik (the public transport agency) in the coming year, there is an opportunity to test and implement a social innovation including an ICT-solution in the region in the interest of improving the service and the operational efficiency of the FTS for the general public which would be transferable.

Call

Interreg Europe: Improving low-carbon economy policies
<https://www.interregeurope.eu/projects/apply-for-funding/>
Closing date: 30 June 2017

Duration

3 years

Partners involved

- 1) Region Dalarna (Sweden) Coordinator
- 2) Dalarna University (Sweden) Partner
- 3) INSTYTUT MASZYN PRZEPLYWOWYCH PAN (<https://www.imp.gda.pl>) (Poland) Partner
- 4) Chamber of Commerce of Cremona - Partner

Partners type and roles of interest

Profile of partners sought in line with the quadruple helix approach:

- ♣ Regional public authority;
- ♣ Business support organisation;
- ♣ Higher education and research bodies;
- ♣ Interest groups including NGOs.

Financial aspects

- EC contribution: 85%
- EC co-funding rate: 15%
- Foreseen project budget: 1-2 million

Deadline

Tuesday, 9 May, 2017

Contact person(s)

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