

MULDENTAL IN FAHRT

Country: Germany

OVERVIEW

Short description of the Good Practice Case:

Muldental in Fahrt is a project that increases drastically the public transport offer in the former Muldental district, south east of Leipzig in the German state of Sachsen. The bus network has been completely reengineered. The network is clearly hierarchized with main structuring lines and smaller disclosing bus lines. Frequencies and stops have been increased. Also, the connection with the train network has been optimized.

Another very important success factor was the good communication with stakeholders, such as users, PT authorities, public administrations, before the project start and during the first months of the project. Furthermore, different kinds of information technology have been used.

An increase of the PT offer in a world where the opposite is often done can be called innovative.

The aim is to have this approach as a test case and transfer it to other regions in the middle of Germany (parts of Sachsen, Thüringen und Sachsen-Anhalt).



Figure 1. Muldental in Fahrt

Main aspect/issue addressed by the good practice

- Lack of PT coverage of the area service level
- Most citizens did not get an adequate PT offer, (social deprived, workers, elderly, shoppers, ...) The PT offer was focused on pupils only while those represent only 10 to 15% of the Leipzig area population.
- Connectivity with rail

Main objectives of the good practice

- Redesigned, optimized and extended network providing whole area coverage with (34 bus lines und 66 new stops)
- Increase of the bus frequency to services every 1 or 2 hours, so called PlusBus and TaktBus
- Introduction of services during early morning, late evening and weekend
- Provide a good PT supply for the majority of the population in the area.

DESCRIPTION OF THE AREA

Region	Target area	Population	Population density
Muldental in South east of the German state of Sachsen, so called Landkreis Leipzig	900 [Km ²]	100 000 inhab.	150 [inhab. /Km ²]

Other

The area contains 4 small towns, Bad Lausick (8000 inhab.), Brandis (9600 inhab.), Colditz (8700 inhab.) and Grimma (28 000 inhab.). The population in some towns and parts of the region are increasing, whereas some others are decreasing. That was one of the biggest challenges for the actors in the project. Another interesting fact is that Leipzig is the city with the highest population growth in Germany.

A huge number of workers and tourists are commuting daily towards Leipzig or the area around Leipzig.

Therefore, it is important to have a high quality PT offer (S-Bahn and buses). A good PT network allows also to keep house prices within certain limits and contributes to affordable housing for families.



Source: www.nahverkehrspraxis.de/news/nahverkehrspraxis-news/article/modellvorhaben-muldental-in-fahrt/

Target user groups and needs

The main target group is the whole population in the area. It is therefore important not to lose the school population without focusing on it. This means elderly, workers, shoppers, tourists, pupils and schools are targeted. (school population got the only focus for 20 years)

Trip motives are different depending on the target group:

- Elderly: journeys in the morning to doctors or buying groceries
- Shoppers: service till after shop closing times, at least 20.00h.
- Workers: typical working times
- Pupils: Offer in the morning to reach school, and a new flexible offer to reach other free time and holiday activities in the afternoon, evening, weekends and during holidays. In that way "taxi mum" can be replaced by a flexible PT offer.
- Another target group are politicians: the new quality of the PT offer forces the Landkreis Leipzig as an economic and residential location

DETAILED DESCRIPTION OF THE PRACTICE

Timeframe(s)

1. 2012: Development of the transport vision at the PT organising agency
2. 2013: Political lobbying and Marketing und Lobbying
3. 2013-2014: Planning the new services and organise terrain visits to verify whether models propositions could be realised in practices
4. 2015 Communication, Marketing: information of politicians, schools and pupils, all citizens in public hearings
5. December 2016: realisation of 2 new buslines and increase of servicelevel on 2 other lines
6. August 2017: realisation and improvement of other buslines
7. April and December 2019: provision of citybuses in the main towns

Bodies involved

- Mobility Authority, MDV, Public Transport Operators, ZVNL (rail traffic) and Regional Bus Leipzig (bus service). ZVNL and Regional Bus Leipzig are publicly owned companies.
- Leipzig District, Leipzig region, towns of Grimma, Bad Lausick, Brandis and Colditz, in particular the departments of school transport and the units within the administration responsible for the approval of bus lines and bus stops
- Consultations with Schools, directions, parentsassociations, council of pupils and in the town of Brandis also with companies to adapt the bus lines (Dezember 2015)
- Consultancy Interlink GmbH

Mobility services provided/addressed

- The bus PT system has been profoundly revised and extended.
- Extra regional buslines have been organised
- The service of existing buslines have been extended to early morning, late evening and weekend. Bus lines are operated with a fixed frequency of 1 or 2 hours interval. On Sundays it can be less.
- Regional buses will be completed by 4 Town bus systems in 2019. Townbus and regional buses will reinforce one another.

- 12 PLUS buslines with a 1 bus/hour frequency are operated instead of 6 before. (PLUS bus has 1 hour frequency), 6 TAKTbuslines with a 1 bus/2hour frequency are operated instead of 3
- In total there will be a completely redesigned bus network of 34 bus lines
- 60 places are served instead of 30 before
- 66 new bus stops have been added to the existing stops bringing the total up to 336
- 25% more bus/km
- Special attention is paid to connection with the other regional buslines and local trains to Leipzig, Dresden, Chemnitz. A symmetrie system, ITF-Integraler Taktfahrplan is in place guaranteeing connections. At regular times, at least 2 buses meet one another and guarantee the connection between one another or with a local train. Buses arrive and leave at the same time.
- 68 more bus drivers have been engaged since 2016. For city transport 8 new midi buses have been bought. The bus park is constantly renewed with on average 7 new buses each year.
- These bus services are completed with on demand service for elderly, people living too far from a bus stop.

Legal Framework

MDV is the Mobility organising authority organises mobility in (large) parts of the German states of Sachsen, Sachsen-Anhalt and Thuringen. It is a public undertaking and is owned by PT operators (49%) and different organisations that are the property of local public authorities (5 Districts, 2 cities Leipzig and Halle, 3 organisations that orders SPNV – (51%)). MDV organises the PT, Private and public buscompanies are contracted to exploit the service after a tender procedure by the local authorities (district, city).

Railway traffic is contracted and organised by other public owned organisations like NASA and ZVNL. Those organisations also manage and exploit the train network.

The main regulatory instrument(s) for passenger transport is the law on transport of persons, "Personenbeförderungsgesetz"

DETAILED DESCRIPTION OF THE PRACTICE

Cost and Financing sources

- The service is for the major part financed by the local public authorities (districts, large cities and "Land") in which the service is operating. Operating costs are paid by Landkreis Leipzig (bus) and ZVNL (local train). The investments in stops are done by the municipalities and ZVNL. The investments in buses are done by Regionalbus Leipzig.
- Ticket sale is the other revenue.
- With the extension of the services, the public authorities increased their contribution.

Supporting technologies

- There is a real time route planner that is managed by NASA, the local train operator of Sachsen Anhalt, the Land west of Saxony (Sachsen) based on all MDV operator timetables and real time data from buses.
- All buses have an onboard computer installed that communicates with other buses and the central route planner. In that way up to date user information can be provided. Connections between buses can also be easier secured as buses communicate with one another.
- All buses have also wifi on board to increase passenger comfort



Source: www.leipzig.de/Region/Grimma/Muldentale-in-Fahrt-beschert-mehr-Verbindungen-und-Haltestellen

Organizational set-up

The good practice is part of the "normal" PT organisation structure. The mobility organising authority (MDV) organises PT in coordination with public authorities. The operator, (Regionalbus Leipzig), a publicly owned private company, runs the buses, with some subcontractors. It is the internal operator in the sense of EU directive 1370.

INNOVATION ASPECTS

ORGANISATIONAL RESPONSIBILITIES AND PARTNERSHIP WORKING ARRANGEMENTS

N/A

LEVEL OF PUBLIC SECTOR FINANCIAL SUPPORT

Public financial support is high. This is a kind of paradigm shift compared with recent years, in which the tendency was always to reduce it

INTERCONNECTIONS BETWEEN SHARED AND PUBLIC TRANSPORT SERVICES

There is a system to guarantee connections between public transport services; "symmetrie minute". This means that at least 2 buses arrive at exactly the same time and leave at exactly the same time at the intermodal hub

ICT CONNECTIONS AND IMPACTS OF THE TECHNOLOGICAL SOLUTIONS IMPLEMENTED

All buses have performant bus computers on board that enable communication between buses to ensure easy connection between different buses, and avoid users missing the bus. (see "symmetrie minute" in the "interconnection box" –left)

OTHER (E.G. SOCIAL INNOVATION, ETC.)

Mobility management for companies. MDV started a service to look with companies how to increase the use of public transport among their workers. Companies are interested especially when they lack parking space.

Bus school for (very young) pupils to familiarize them with the use of the bus

ASSESSMENT

Ridership and other key metrics/results (through key-indicators, where applicable)

- Increase of offer of PT/bus/km by 25%
- Increase of bus stops by 66 to reach 336 (Artikel Simone Prenzel)
- Increase of PT users of 10% in 6 months, from August 2017 till December 2017.
- Increase of pupils and youngsters by 30% from August 2017 till December 2017 (MDV website)
- An update of figures and metrics will be available in January 2019 after approval by the Kreistag.
- The development of the transport concept was written down in the governmental agreement

Good Governance

- The good practice shows an exemplary collaboration between the different public transport authorities, responsible for bus and rail transport. Also, the financing partners in this project worked well together.
- The main innovation is the good integration of different bus lines in the existing train lines.
- Thanks to an increase in the offer a significant number of people can be transported.
- Particular efforts to get press attention
- Effective marketing campaigns have been made with for example 3 short videos, clip in Muldental TV, travel for free, special workshops for discussions with schools, school coaches. Also, a specific campaign with commuter information had been organised.
- Specific political marketing to convince political decision makers at all levels (Region, groupings of municipalities (Kreis), Municipality)

Success factors/strengths

- A real and significant improvement in the PT offer
- The good interconnections between bus lines amongst one another and with train services
- Good co-ordination of services among multiple service providers or funding agencies
- Unique bus traffic planning instrument for bus and train

- Standardisation of all kinds of approval processes for all kinds of changes in the organisation like the approval of new stops, new bus lines etc. Openness to change by all partners and a committed core team of 15 people from the different project partners (planners, politicians, operators)
- Similar working structures and conditions in different companies: MDV, Leipziger Bus, ZNVPL
- Introduction of inquiry and complaints management

Difficulties encountered/weakness

- Service for some people got worse and those got more than proportional attention
- Some opposition from civil servants due to the enormous amount of changes. For example, previously, a few bus stops were changed annually, now 66 had to be changed in a few months.
- It was and is very difficult to engage bus drivers. Therefore, it is not always easy to respect the bus timetables as bus drivers are lacking.

FEATURES THAT ARE CONSIDERED TO BE GOOD PRACTICE (LESSON(S) LEARNT)

The PT transport offer increased significantly thanks to a complete reengineering of the transport offer with an integrated PT schedule with guaranteed connections.

The long process of insuring the new transport plan was successful thanks to a patient but very determined and convinced project team representing the different project partners at key positions

REFERENCES FOR FURTHER DETAILS

Contact of the operator and of relevant stakeholders

Organization: Landkreis Leipzig (Amtsleiterin, Projektleiter)

Person contact: Frau Iris Bode

Email: iris.bode@lk-l.de

Organization: Mitteldeutscher Verkehrsverbund GmbH (MDV)

Person contact: Steffen Lehmann (Geschäftsführer)

Email: steffen.lehmann@mdv.de

Organization: Regionalbus Leipzig GmbH (RL)

Person contact: Andreas Kultscher (Geschäftsführer)

Email: andreas.kultscher@regionalbusleipzig.de

Key references

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Websites

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- www.nasa.de/ueber-nasa/aufgaben
- www.mdv.de/2018/05/mit-dem-bus-zur-schule-2 (kindergartenbustraining)