



TAKING
COOPERATION
FORWARD

 SMACKER ETP WEBINAR TRAINING
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 **Summarising key results from state of the art reports on ETP regions**

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STATE OF THE ART REPORTS ON ETP REGIONS: WHY AND HOW?

- SMACKER aims at addressing mobility disparities affecting peripheral and rural areas through the promotion of **public transport and mobility services** that are **demand-responsive (DRT)** and that connect local and regional systems to the **main corridors and transport nodes**.

SMACKER
objective

State of the Art reports

- **10 selected Smacker Enlarged Transfer Programme (ETP) regions**, each one identifying a **core** and a **surrounding area**.

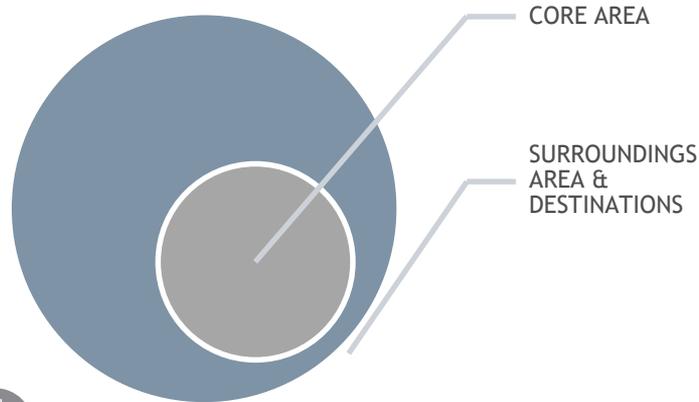
- **HOW?** To map the **needs, problems and expectations** of each ETP follower region **in low carbon mobility planning**.

WHY? To pave the way for mobility **Action Plans** in ETP regions.

STATE OF THE ART: WHAT ARE WE TALKING ABOUT

“**CORE area**” to be served and benefitted by DRT services

“**SURROUNDING area**” with relevance destinations/attractors/polarities/hubs (e.g. railway stations) linking to a wider connectivity

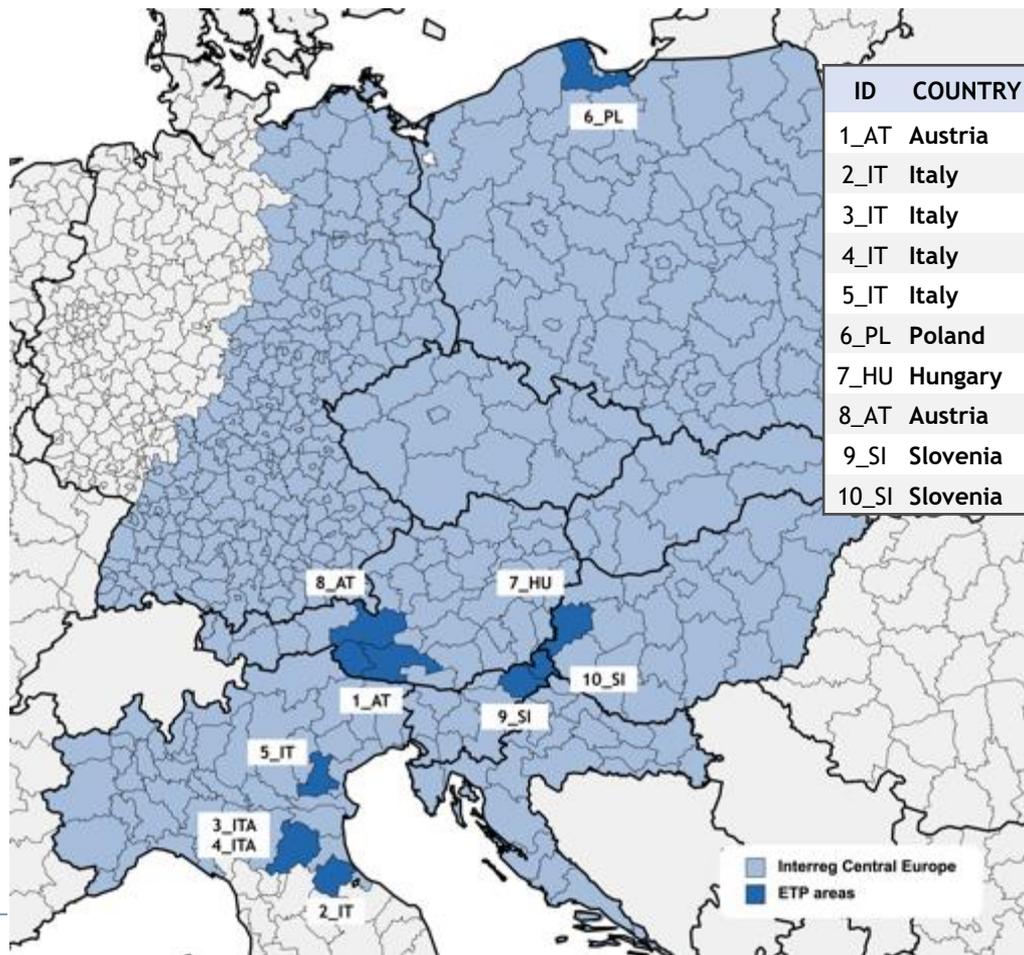


- Introduction
- Project’s area description
- Description of the **mobility demand and needs** (relations and attractors poles)
- Description of the **public transport services** and related multimodal accessibility
 - *PT transport supply*
 - *Accessibility*
- Mapping the **governance framework** and relevant actors
 - *Planning and regulatory framework*
 - *Identification of Stakeholders and key target groups*
- **SWOT analysis**
- **Policy challenges**
- **Conclusions and addresses for the Action Plan development**
- References
- Annexes
- Annex 1 - Stakeholders list

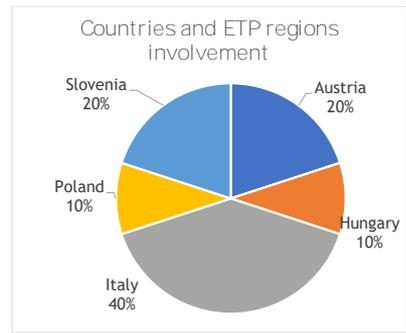
Technical reports
20-40 pages



ETP REGIONS - MAP



ID	COUNTRY	AREA (NUTS 3)	MUNICIPALITIES (CORE AREA)
1_AT	Austria	Oberkärnten, Osttirol	Kartitsch, Untertilliach, Obertilliach, Lesachtal
2_IT	Italy	Forlì-Cesena	Sogliano al Rubicone
3_IT	Italy	Bologna	Castel D'Aiano
4_IT	Italy	Bologna	Monghidoro, San Benedetto Val di Sambro
5_IT	Italy	Padova	Este, Monselice, Sant'Elena
6_PL	Poland	Gdański	Szemud, Zukowo
7_HU	Hungary	Vas County	Szombathely
8_AT	Austria	Pinzgau-Pongau	Dorfgastein, Bad Hofgastein, Bad Gastein
9_SI	Slovenia	Podravska stat. regija	Bellevue, Areh, Trije kralji, Rogla
10_SI	Slovenia	Pomurska stat. regija	Moravske Toplice, Murska Sobota



ETP REGIONS - MAIN DATA

Average EU (27) density is 105 ab/km²

COUNTRY	MUNICIPALITIES (CORE AREA)	SURFACE	POPULATION	AV. DENSITY	AV. DENSITY (REGION)
Austria	Kartitsch, Untertilliach, Obertilliach, Lesachtal	351	2.915	8	60
Italy	Sogliano al Rubicone	93	3.175	34	198
Italy	Castel D'Aiano	45	1.865	41	198
Italy	Monghidoro, San Benedetto Val di Sambro	115	7.871	69	198
Italy	Este, Monselice, Sant'Elena	92	36.141	392	267
Poland	Szemud, Zukowo	341	59.077	173	127
Hungary	Szombathely	98	77.147	791	88
Austria	Dorfgastein, Bad Hofgastein, Bad Gastein	328	12.415	38	78
Slovenia	Bellevue, Areh, Trije kralji, Rogla (*)	19	783	42	150
Slovenia	Moravske Toplice, Murska Sobota	209	24.590	118	85
TOTAL		1.692	225.979		

RURAL / PERI-URBAN concept



ETP REGIONS - MAIN CHARACTERISTICS

ID	MUNICIPALITY CORE AREA	TYPE OF AREA	POI / ATTRACTOR POLES	AV. ANNUAL OVERNIGHT STAYS
1_AT	Kartitsch, Untertilliach, Obertilliach, Lesachtal	Mountain area	Surrounding cities (Lienz), educational facilities, natural areas, tourist destinations	300.000
2_IT	Sogliano al Rubicone	Hillside area	Surrounding cities (Rimini, Forlì, Cesena), work commuting, historical villages, natural areas, tourist destinations	2.200
3_IT	Castel D'Aiano	Mountain area	Surrounding cities (Bologna), work and education commuting, educational facilities, historical villages, natural areas	2.300
4_IT	Monghidoro, San Benedetto Val di Sambro	Mountain - Hillside area	Surrounding cities (Bologna), work and education commuting, historical villages, natural areas, tourist destination (esp. Summer)	12.000
5_IT	Este, Monselice, Sant'Elena	Peri-Urban area	Surrounding cities (Padova), work and education commuting, health facilities (Schiavonia Hospital)	10.000
6_PL	Szemud, Zukowo	Hillside area	Surrounding cities (Gdynia), educational and health facilities, Zukowo city centre, work commuting	n.d
7_HU	Szombathely	Urban area	Work commuting, educational and health facilities, railway and bus stations	n.d
8_AT	Dorfgastein, Bad Hofgastein, Bad Gastein	Mountain area	Work commuting, seasonal tourist destinations (winter sports, spa locations), natural areas, educational facilities	2.520.000
9_SI	Bellevue, Areh, Trije kralji, Rogla	Mountain area	Surrounding cities (Maribor), seasonal tourist destinations (winter sports), work and education commuting	167.000
10_SI	Moravske Toplice, Murska Sobota	Rural area	Work commuting, educational facilities, tourist destinations (spa and thermal locations), natural areas	558.000

RURAL / PERI-URBAN

ETP REGIONS - ACCESSIBILITY & TRANSPORT

ID	MUNICIPALITIES (CORE AREA)	BUS CONNECTION	RAILWAY CONNECTION	e-CAR RENTAL	e-BIKE RENTAL	DRT/INNOVATIVE SERVICES
1_AT	Kartitsch, Untertilliach, Obertilliach, Lesachtal	YES	NO	YES	NO	NO
2_IT	Sogliano al Rubicone	YES	NO	NO	NO	1. Concabus (DRT service mainly operating in Rimini province) 2. Valmabass (DRT service connecting the municipalities of Poggio Torriana, Santarcangelo di Romagna and Verucchio)
3_IT	Castel D'Aiano	YES	CLOSE TO	NO	NO	1. ColBus (DRT service in the mountainous area for turistic purposes) 2. Prontobus (DRT service with a set route and schedule)
4_IT	Monghidoro, San Benedetto Val di Sambro	YES	YES	NO	NO	1. ColBus (DRT service in the mountainous area for turistic purposes) 2. Prontobus (DRT service with a set route and schedule)
5_IT	Este, Monselice, Sant'Elena	YES	YES	NO	NO	NO
6_PL	Szemud, Zukowo	YES	YES	NO	NO	NO
7_HU	Szombathely	YES	YES	NO	NO	1. Nightly DRT bus lines connecting the railway station to the main parts of the city
8_AT	Dorfgastein, Bad Hofgastein, Bad Gastein	YES	YES	NO	NO	NO, but seasonal bus lines for tourists
9_SI	Bellevue, Areh, Trije kralji, Rogla	YES	CLOSE TO	NO	NO	NO, but seasonal bus lines for tourists
10_SI	Moravske Toplice, Murska Sobota	YES	YES	YES	YES	1. Sobočanec (free DRT city bus service) 2. Prostofer (DRT service for senior citizens)
TOTAL		10	8	2	1	5



ETP REGIONS - STAKEHOLDERS

ID	MUNICIPALITY CORE AREA	LOCAL PUBLIC AUTHORITY	REGIONAL PUBLIC AUTHORITY	INFRASTRUCTURE AND (PUBLIC) SERVICE PROVIDER	SECTORAL AGENCY	EDUCATION/TRAINING CENTRE AND SCHOOL	OTHER	SME	INTEREST GROUPS AND NGOS
1_AT	Kartitsch, Untertilliach, Obertilliach, Lesachtal	4	2	4	0	0	0	1	0
2_IT	Sogliano al Rubicone	2	1	3	1	1	0	1	2
3_IT	Castel D'Aiano	1	2	1	0	2	0	0	0
4_IT	Monghidoro, San Benedetto Val di Sambro	2	2	1	0	0	0	0	0
5_IT	Este, Monselice, Sant'Elena	3	2	2	0	1	2	0	3
6_PL	Szemud, Zukowo	6	4	10	1	3	6	0	9
7_HU	Szombathely	1	1	3	0	0	1	0	2
8_AT	Dorfgastein, Bad Hofgastein, Bad Gastein	3	1	4	2	2	1	0	0
9_SI	Bellevue, Areh, Trije kralji, Rogla	9	0	6	5	2	0	5	8
10_SI	Moravske Toplice, Murska Sobota	2	2	5	3	0	3	2	0
		33	17	39	12	11	13	9	24

To be boosted?

TAKING COOPERATION FORWARD



ETP STATUS - MAIN FINDINGS (1)

STRENGTHS	WEAKNESSES
<ul style="list-style-type: none">• Existing multimodal transport networks and sustainable mobility options with local/regional bus lines, and sometimes railway lines. Less often a DRT, car and bike sharing services are also present.• Presence of a basin of (also potential) demand specifically related to certain time slots and typologies of trips (e.g. daily commuting, specific commuting to reach POI, tourist movements).• Ongoing synergies with neighbouring municipalities/region and administration levels to solve mobility issues.	<ul style="list-style-type: none">• Appeal and accessibility of private cars matched with a low enthusiasm for cycling or walking.• Difficulties of traditional public transport in matching the need of (potential) users, with particular reference to non-urbanised areas and off-peak hours.• Limited multimodal accessibility (especially of the railway option) towards certain direction and for specific settlements within analysed areas.• Lack of integration of timetables and ticketing systems of providers.• Uneven distribution of demand (residents vs tourists, scattered settlements).• Lack of joint promotion and marketing.• Lack of sustainable mobility planning in rural areas, i.e. SUMP.• Lack of data to analyze demand, needs, and to identify key interventions needed.• Poorly developed infrastructure for pedestrians and cycling, as well as inadequate bus and train stops.• Lack of public transport options suitable for people with reduced mobility.



ETP STATUS - MAIN FINDINGS (2)

OPPORTUNITIES

- Addressing the impaired and elderly potential users and/or tourists.
- New opportunities for private investors and entrepreneurs.
- Growing cooperation between stakeholders in public transportation, leading also to joint marketing opportunities.
- Rising awareness towards climate change and more sustainable mobility options, such as public transport, leading to a higher quality of life.
- Development of flexible and sustainable modes of transport (and related infrastructures), such as e-bikes sharing and DRT, serving the mobility needs of sparsely inhabited areas.
- Reduction of the need for parking areas, more open, green public spaces.
- Attracting younger generations through the development of ICT tools and solutions presenting mobility options.

THREATS

- Potentially decreasing demand due to declining demographic pattern and younger population moving.
- Future developments of COVID-19 pandemic, implying a decrease in the attractiveness of public transportation.
- Lack of willingness to change traditional behaviors (i.e. use of private cars).
- Neglect of mobility in rural areas by regional/national administrative levels.
- Lack of clear legislative basis to introduce DRT services.
- Mobility demands related to DRT services need to be submitted by telephone or through a mobile app, which might not be so attractive for elderly users.
- Lack of economic sustainability of DRT services.
- Lack of clear and established examples of implemented DRT services.

ETP REGIONS - ADDRESSES

Further addressed
later

- Service needs to look behind mere peak hours and outside traditional catchment area
- Fundamental involvement of stakeholders
- Accessibility (of service and information) very important
- Harmonization to be strongly considered
- Opportunities coming from EU projects and Piloting initiatives on funding

