

RURAL TRANSPORT

www.rural-transport.net



We test and demonstrate Rural Transport Systems

The main objective of the ARTS project is to test and demonstrate effective provision of transport services in rural areas. ARTS demonstrations put into practice small-scale rural transport schemes which appear to be successful where regular transport services cannot be financed. The demonstrations include a variety of transport types such as: on-demand rural transport, multi-purpose rural transport, taxi-based rural transport, schemes operated by volunteers, schemes combining the transport of passengers and goods as well as systems supported by applied transport telematics.

The schemes have been tested in typical rural areas in several European countries. The specific framework conditions, the barriers we identified which inhibit the development of such services, and possible ways of overcoming these barriers have been carefully documented. ARTS will produce a practical tool for people in the future and will provide flexible guidance for the planning and implementation of rural transport services based on our recent experience.



 **Austria**
 'Dorfmobil', a demand responsive door-to-door transport service, is operated by volunteers of a private non-profit association within the area of three neighbouring small villages in Upper Austria.

 **Finland**
 In Leppävirta, a demand responsive transport service was developed including the introduction of a minibus and taxis supported by the existing travel dispatch centre in the neighbouring city.


 **Greece**
 In Crete, the Municipality of Gergeri combines the transport of students with regular passengers to the main village to reach suppliers of basic services (school, grocery, medical service).

 **Hungary**
 Since the transportation of pupils is still an unsolved and serious problem in Hungary's rural areas, regular school buses have been implemented between Kecskemét and two nearby settlements Matko and Szarkás.

 **Ireland**
 In Conamara new flexible local transport services are being implemented. A travel demand centre manages their co-ordination and provides information on connections with existing bus services.

 **Galicia (Spain)**
 In the province of Ourense current transport resources (conventional public transport, school transport) are integrated in order to improve the general mobility within the area.

 **Sweden**
 In Gotland the integration of already existing services (on-demand-, elderly/disabled-, and health-transport) has been enabled by developing suitable administrative, financial and legal/regulative structures.

 **Wales (UK)**
 Innovative transport telematics bring Real-Time Information to residents and visitors of rural areas of Wales, via displays at bus stops and on buses, mobile telephones (SMS) and land-line enquiry services.

