

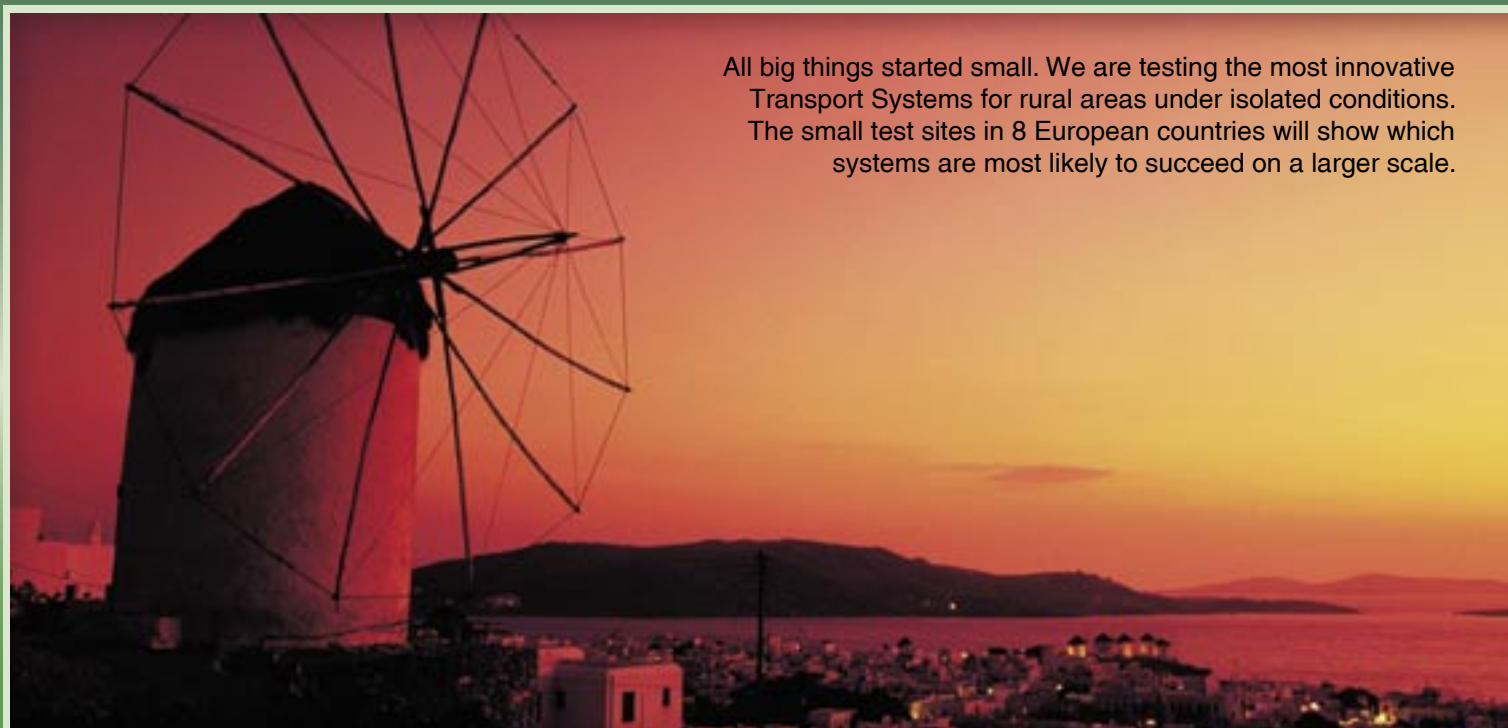
RURAL TRANSPORT

NEWSLETTER NO. 2



WWW.RURAL-TRANSPORT.NET

8 DEMONSTRATION SITES - TESTING UNDER ISOLATED CONDITIONS



All big things started small. We are testing the most innovative Transport Systems for rural areas under isolated conditions. The small test sites in 8 European countries will show which systems are most likely to succeed on a larger scale.

The Greek Demosite is located on the Island of Crete

TEST SITES

The functioning of innovative rural transport systems is demonstrated at 8 European test sites. Priority is being given to the transferability of the demonstration results to other rural areas within Europe.

EFFICIENCY

The Operators and Public Bodies participating in ARTS control costs without sacrificing levels of service or availability of supply.

WEBSITE

Further information about effective provision of innovative rural transport services, barriers for rural transport, and promising ways to overcome these barriers can be found at www.rural-transport.net

Approaches to innovative rural transport solutions

Conventional public transport, i.e. large buses serving fixed routes according to fixed time-tables, is no longer feasible in most rural areas all over Europe. There are various approaches to solve this problem. The main objective of all these strategies is to offer basic mobility-services to people living in rural areas at reasonable cost. The innovative features of such rural transport services include service-innovations (e.g. flexible routes, on-demand services, volunteer schemes) and organisational innovations (e.g. integration of existing services for special passenger groups, co-operation between different administrative bodies) as well as technology-innovations (e.g. transport telematics, travel dispatch centres, real-time travel information).

On-Demand Services

The main characteristic of all on-demand services is, that the customer has to book a trip in advance. The vehicle ordered will pick up the passenger at the agreed time and place and transport him to the required destination.

Volunteer Schemes

The main characteristic of all volunteer schemes is, that the transport service is organised by local people or local non-profit organisations and the vehicles are driven by volunteer non-professional drivers.

Mixed Passenger Groups

Instead of introducing special services for each group of passengers, various passenger groups (e.g. pupils, elderly people, peoples with disabilities, ...) may use a single transport service.

Travel Dispatch Centres

Travel Dispatch Centres collect the travel-demands of the customers, combine and organise these travel-demands (with help of telematics), and forward them to the drivers of the vehicles.



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8 approaches to prove that public transport is viable in rural areas

- ARTS is a project that attempts to demonstrate that public transport services are not only viable in rural areas but they can enhance the quality of life and improve the mobility of residents.

The demonstrations are taking place in eight European countries; Austria, Finland, Greece, Hungary, Ireland, Spain, Sweden and the U.K. The measures show considerable degrees of both similarity and dissimilarity. Local conditions vary significantly in rural areas throughout Europe and this fact is reflected in the organisation of services. Furthermore, demonstrations are interconnected with the transport services offered by educational and social sectors at local and regional level, which also differ between European countries.

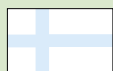
The actions extend over 6 to 12 months of ARTS and as a general rule were launched during the first year or the start of the second year of the project. A common start date was not feasible for a variety of reasons such as natural disaster, delays in funding, or political considerations and disagreements.

Each demonstration was thoroughly designed and prepared so as to achieve two objectives:

- The needs of the users and all stakeholders are addressed
- An evaluation framework for the demonstrations is established

Following a "users-first" approach, the stakeholders of the demonstrations were identified very early in the Pre-design Phase. The needs and the expectations of the stakeholders were identified after extensive consultations with demonstration organisers.

The evaluation of the demonstrations is not a simple comparison across common characteristics; it aims to assess the differences experienced by each stakeholder during demonstrations by comparing the "before" and "after" situation.

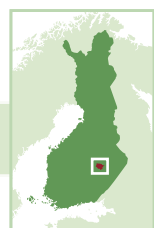


Finland



Leppävirta

Demand responsive transport services



Leppävirta Service Area

Leppävirta is a municipality in eastern Finland with 11,100 inhabitants. About 57% live in built-up areas and the rest in rural areas. Typical scenery consists of hilly forests and many lakes (25% of the total area).

The services run mainly twice per week between outlying areas and the centre of Leppävirta. The timetables are suitable for shopping or using other services in the centre. Also, some school transport and transport to elderly daytime activities are taken care of. A minibus operates in the western parts of the municipality, having different timetables for school days and during school holidays. The services in the eastern parts, operated by taxis (minivans), run mainly during school holidays. The timetables allow door-to-door services and, when needed, the driver will help passengers to get in and out of the vehicle.

Instead of fixed routes, there are service areas. The route in each area depends on the pick-up addresses. Users call the Travel Dispatch Centre to make reservations. Customer lists are communicated to the drivers via on-board data terminal or as GSM-faxes to communicators.



L Länsi-Saamainen
V Valkeamäki
K Kurjala
H Haapamäki
N Niinimäki
S Sorsakoski



Centre of Leppävirta
1 Sorsakoski
2 Särkiniemi-Leppäsalo
3 Timola
4 Kotalahti
5 Paukarihti

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Sweden



Gotland



Plustrafiken

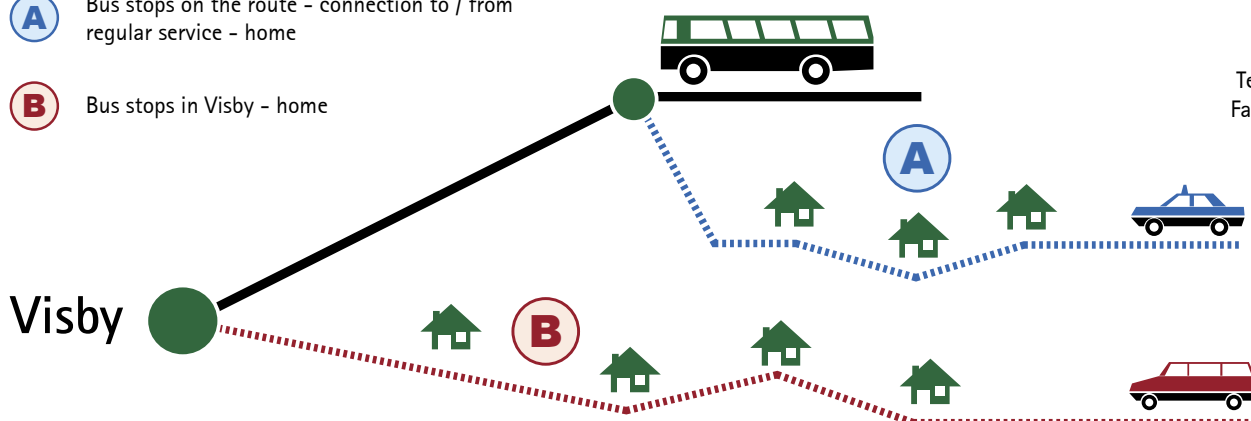
total co-ordination of Rural Transport Services

Gotland is an island in the middle of the Baltic sea, 90 km from mainland Sweden. Gotland has 57,500 inhabitants (22,000 in the main city of Visby). About two out of three Gotlanders live in the countryside or in smaller villages. The demonstration area covers the whole island except the city of Visby and the villages Hemse, Klintehamn and Roma. The area is about 3,100 sq.kms and has 31,500 inhabitants.

The demonstration service is an on-demand service run by taxis or vans (8 passengers). The scheme aims at co-ordinating existing on-demand services and is also co-ordinated with the regular bus system. Plustrafiken takes passengers to the nearest village with a basic service. On some departures the passenger has the opportunity to change to the regular bus line going to Visby. The ARTS project has financed daily departures in one district and one evening departure every Friday for young people in another. The other districts have two departures/week (100% increase compared to the former service). In total about 350 trips/month are made with Plustrafiken.

Multimodal System

- A** Bus stops on the route – connection to / from regular service – home
- B** Bus stops in Visby – home



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Austria



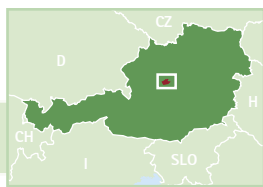
Dorfmobil

Demand-responsive transport in a small municipality

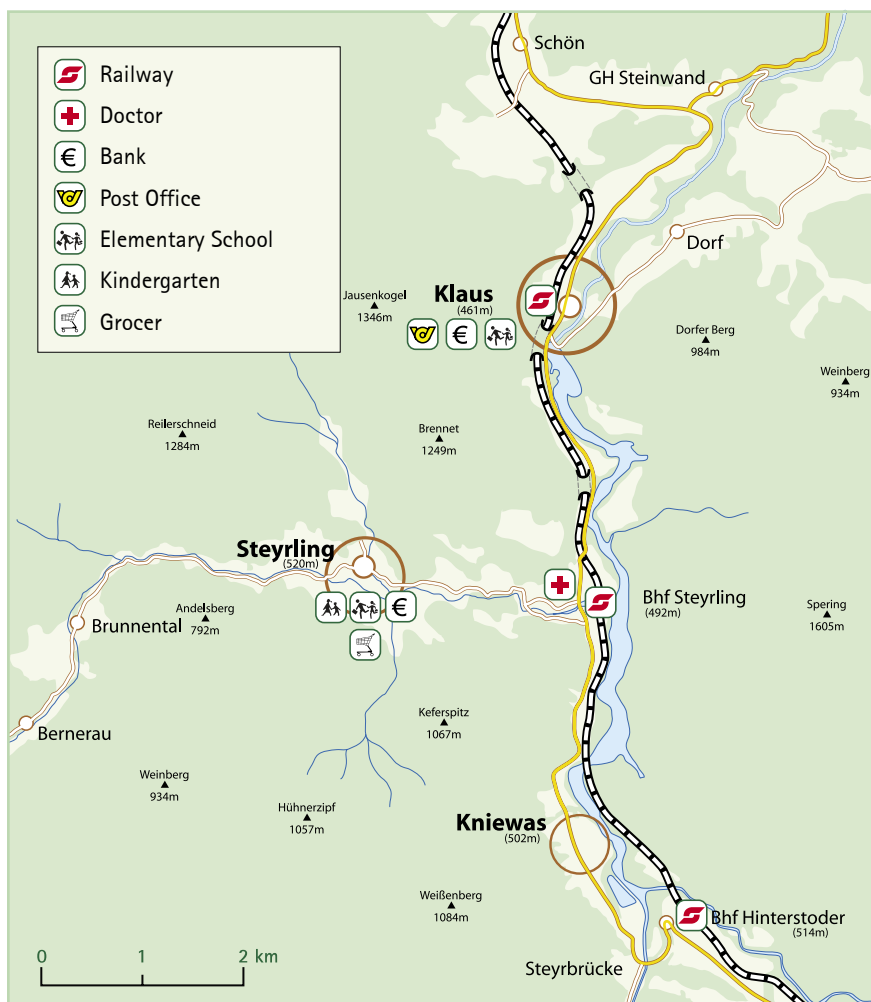
In the Municipality of Klaus in Upper Austria local residents formed a non-profit association with the object of offering a door-to-door transport service for those who do not have access to a car, cannot drive or simply do not want to drive.

The Dorfmobil minivan operates Monday to Friday, between 6am and 7pm. For € 1.50 it takes passengers to the grocery store, the doctor's office, the bank, the train station etc. Anyone can call the Dorfmobil number, so long as they do so at least half an hour in advance, and ask for a ride from any destination in the municipality to another. The volunteer drivers carry a mobile phone which is handed over to the next driver. Also, the drivers organise shared transport when more than one passenger is bound for the same destination.

The 1200 residents and even tourists simply love this service. About ten trips per day are made. The accessibility of services and the quality of life has been improved significantly for residents in this remote municipality.



Klaus



Operation by private non-profit association

Booking by phone 30 min in advance

Compensation EURO 1,5 / h

 Main Settlements in Operation Area

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Spain



School-Regular Transport Integration in Rural Areas

that usually only students can use the school services. The RUTO demonstration aims to integrate regular and school transport using under-utilised school bus capacity.

Since January 2003, 13 school services with stops in 36 villages, most of them without public transport, allow all kind of passengers to board school buses to travel to the 3 main villages, arriving early in the morning and leaving in the afternoon, according to school timetables.



Ruto Data

13 Buslines
318 Total capacity
161 Students
157 Capacity for non students

Legend

- ☒ Primary School
- ☐ Primary and Secondary School
- ☐ Stop



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Ireland



Bealach

co-ordination of new flexible local bus services

Graham Lightfoot

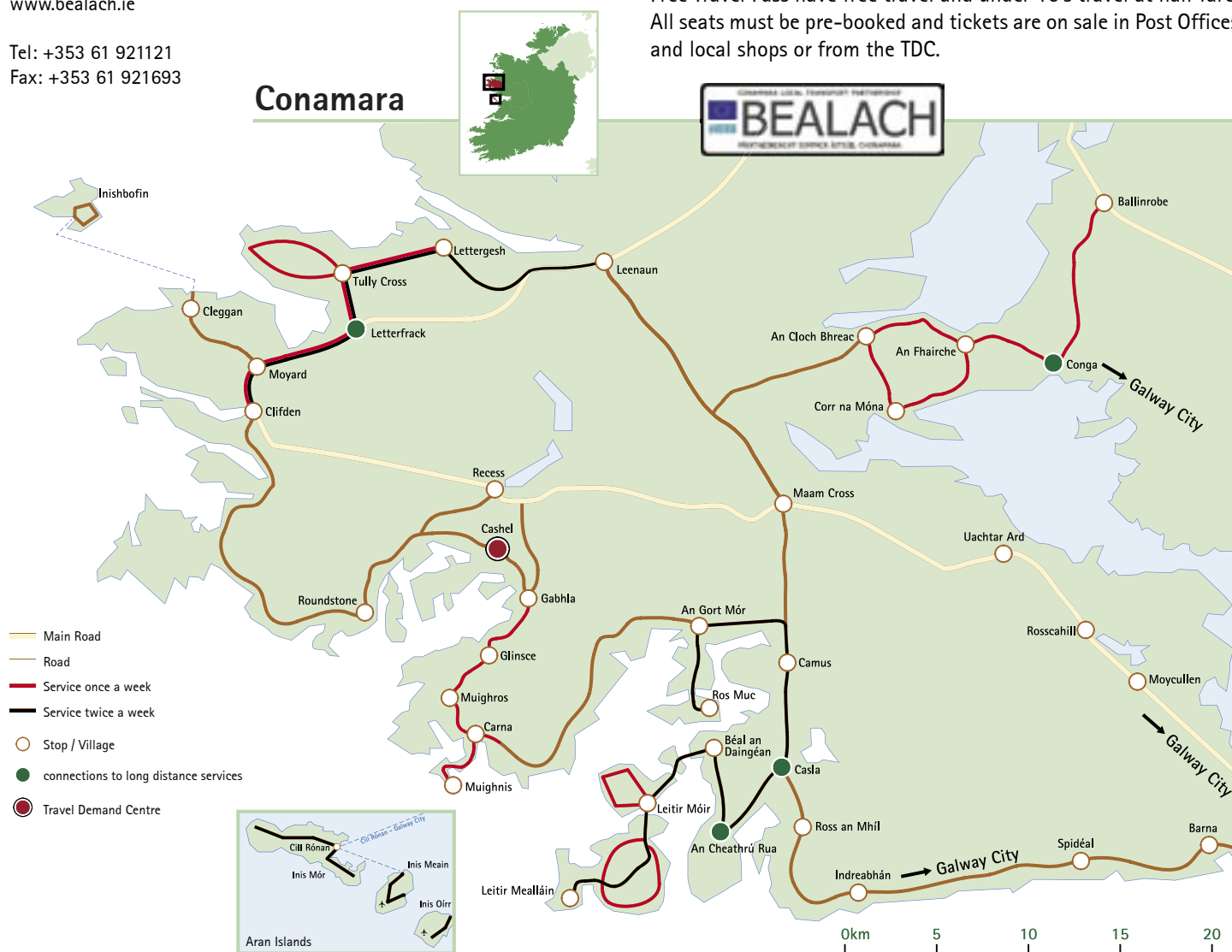
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BEALACH is a network of flexible demand responsive services, co-ordinated through a bilingual Travel Demand Centre, in Conamara, an agricultural area of small towns and communities within a landscape of hills and lakes. The area covered has an average population density of 8 inhabitants per km². It is one of 34 projects funded under the national Rural Transport Initiative.

Services are operated under contract by voluntary organisations and private operators in 6 areas and on 4 offshore islands at a frequency of once or twice per week. The vehicles used are accessible minibuses that follow a scheduled route but can deviate on request to provide a door to door service. Some routes include timed stops to interchange with regional bus services. Reservations are made in advance by phone. The demonstration started in February 2003 and aims to connect people and places by improving access to local shops and facilities, limit the isolation of older people and provide mobility to people with disabilities, young people and people without a car.

Holders (people aged over 65 and disabled people) of the national Free Travel Pass have free travel and under 16's travel at half fare. All seats must be pre-booked and tickets are on sale in Post Offices and local shops or from the TDC.





Greece

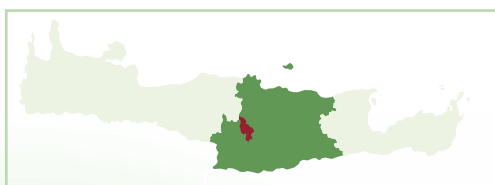


Messara

total co-ordination of Rural Transport

Crete

Rouvas



The Municipality of Rouvas in the Messara Valley in Southern Crete decided to undertake student transport to the local elementary and secondary school in the main village of Gergeri. Until now parents had to drive their children to school or students had to use the regular bus service. The Municipality already owned a mini-bus that was used only occasionally for school trips or social events. Now the mini-bus has been put into full service following 2 different routes and a fixed timetable each weekday.

At the same time inhabitants living in outer settlements can use the empty seats for trips to the shops or to other services that are available only in Gergeri. The addition of a second destination, namely the health centre located in a town 15 kilometres away, was of great importance for the elderly population. Until now the elderly had to rely on relatives or acquaintances for a visit to the doctor since in Greece possession of a drivers licence is very rare for this age group.

The experience of operating combined school and passenger transport, gained since the demonstration started in December 2002, will enable the Municipal Government to compete for and gain access to the available state funding for transport.

Routes



7:10	Gergeri - Metochia - Apomarma - Nivritos - Panasos - Gergeri
8:10	Gergeri - Metochia - Apomarma - Nivritos - Panasos - Aghia Varvara
11:00	Aghia Varvara - Panasos - Nivritos - Metochia - Apomarma - Gergeri
12:00	Gergeri - Metochia - Apomarma - Nivritos - Gergeri
13:30	Gergeri - Panasos - Nivritos - Metochia - Apomarma - Gergeri

Busses always stop at Gergeri

- Elementary School
- Elementary School
- Lower Secondary School
- Grocer
- Seniors Day Care Centre
- Health Care
- Café
- Bank
- Road
- Main Road
- Route
- Village / Stop
- Route Start / Stop



Hungary



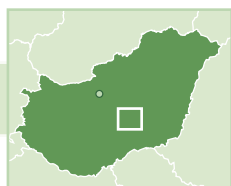
Development

Improved School Transportation Service

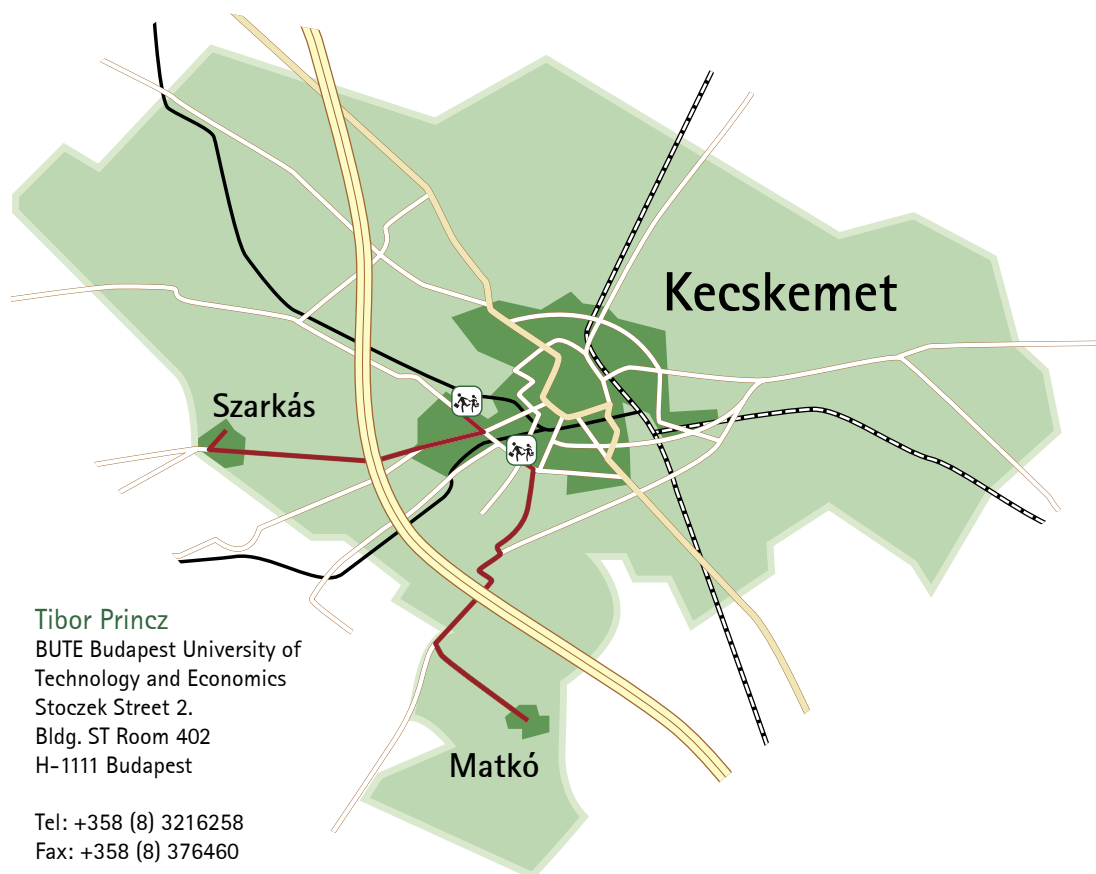
Over the last few years, rural schools in Hungary have closed their doors and moved to larger population centres, thus forcing parents to drive their children to school twice a day. In families without a car, children aged 6–14 have to use public transport (bus, train) and endure long waiting times or transfers between two or more services. DEVELOPMENT, the ARTS demonstration, aims to address these problems in the Municipality of Kecskemét.

Each day 2 buses transport students living in the settlements of Matkópuszta and Szarkás to elementary schools in Kecskemét in the morning and return them in the afternoon. The local bus company Kunság Volán has been contracted for the service. A teacher accompanies the children on the bus.

In Hungary school transportation is funded at the municipal level. The demonstration started in September 2002 and has proved a great success both with parents and the students.



Kecskemét



Schoolbus

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- Kecskemét Authority Area
- Built up Area
- Road
- Development Busline
- Main Road
- Motorway
- Railway
- Small Railway
- School



Wales



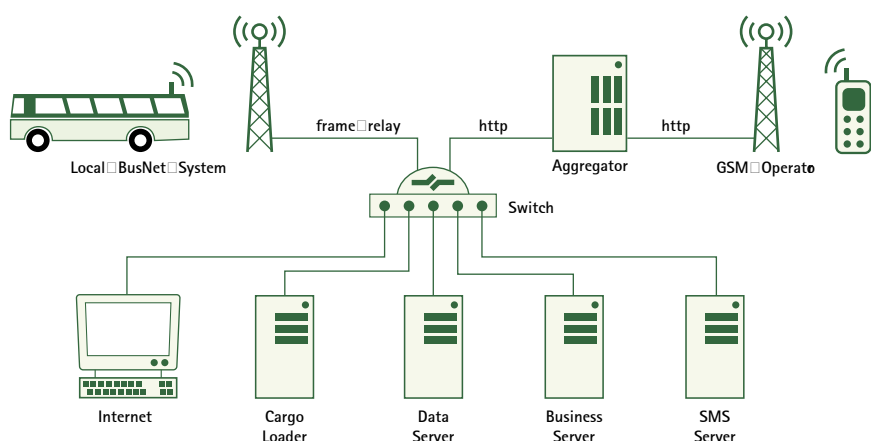
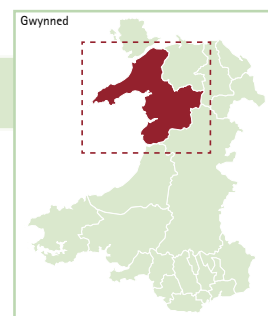
CYMRU

SMS - Real Time Information System

The Welsh demonstration CYMRU involves the application of innovative transport telematics to the rural environment. The scheme will bring Real-Time Information (RTI) to residents of rural areas of Gwynedd in Wales, via mobile telephones (SMS) and landline enquiry services.

The ARTS demonstration will enable residents of the most rural areas of Gwynedd to access Real-Time Information prior to setting out on their journey, simply by calling an enquiry number from their home telephone. It will also enable those with a mobile telephone to receive the same kind of information either prior to or during their journey, via SMS messages. All information is available in Welsh and English.

The demonstration started in February 2003 and will focus on local bus routes, which operate daily and provide journeys for work, shopping and other local functions. It is also expected that the services will benefit visitors to the area by improving access to the public transport network.



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Early Success Reports from Demonstration Areas

The impact of ARTS on some areas and groups of users is already very great; villages with no public transport until now received services for the first time; students are able to go to school on a dedicated bus instead of waiting at stops for the regular bus. Elsewhere, the focus is on proving that existing services can be offered at less cost than before with better coordination when different authorities cooperate. A few innovative ideas have been tested and proven successful: e.g. a special Friday night service from a village to the regional centre provides transportation for young people in Sweden.



Next ARTS Newsletter Feb 2004:

Experiences & Evaluation

The Demonstrations have been operating for one year. The next Issue will bring first results, interesting experiences and assessments.

It will also include a preview of the international ARTS Seminar that will take place in September 2004 in the UK.



Travel Demand Center Gotland (S)



Preview ARTS Newsletter No. 3

The ARTS - Consortium

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TLTC: Bealtaine Limited Taylor Lightfoot Transport Consultants (IRL)
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SMC: Soluziona Management Consulting, S.A. (E)

KUN: Kungság Volán L.S (H)

NAW: National Assembly for Wales (UK)

ISLH: Provincial State Office of Eastern Finland (FIN)

UG: Údarás na Gaeltachta (IRL)

HER: Prefecture of Heraklio (EL)

GOT: Gotlands kommun (S)

FGM-AMOR: Forschungsgesellschaft Mobilität FGM, Austrian Mobility Research, (A)

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POLIS: European Cities and Regions Networking for New Transport Solutions,(B)

IVV: Ingenieurgruppe IVV-Aachen (D)

ECORYS Transport (NL)

LV: Langzaam Verkeer VZW (B)

CTA: The Community Transport Association (UK)

www.rural-transport.net

Project | Downloads | Demonstrations | Handbook | Toolbox | International Seminar | Findings | Contacts