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Regional Action Plan to Support Flexible Transport Systems in Košice Self-Governing Region focusing on the Slovak Paradise

Agency for the Support of Regional Development Košice, n.o.
2018

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Interreg Europe

Agentúra na podporu regionálneho rozvoja Košice, n. o.

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Abstract

This document inheres Regional action plan LAST MILE for Košice Self-governing Region completed by Agency for the support of regional development Košice in the framework of LAST MILE project financed from Central Europe programme. The whole creative process consists of several objectively, temporary and logically connected parts which are represented by the chapters of the document.

The territory of the Košice Self-governing Region, described in the introductory part of this document, is located in the south-eastern part of the Slovak Republic. The territory of the Slovak Paradise as the area of interest of the LAST MILE project is located in the northwest part of the region. The economic and administrative centre of the Košice Self-governing Region is the city of Košice, but from the point of view of transport accessibility of the Slovak Paradise by public transport, the source of tourists' tours and their last mile is Spišská Nová Ves.

The collected data show that in past 10 years the level of motorisation in the region raised by 41% and the number of vehicles in evidence raised by nearly half. The level of public transport users is negatively affected by these numbers and decreasing. Recently, the number of suburban public transport users shows approx. 6% decrease a year. The introduction of charge free railway travel for particular groups of inhabitants within the country reflected in the number of transported people. In the first year of this practice, the number of transported people raised by 15,25%.

The questionnaire using methodology of the Ministry of Transport and Construction of the Slovak Republic among subjects interested in mobility, tourism and environment formed the second part of evaluation of the current situation.

In the evaluation, the internal cooperation between various levels of regional government and departments while planning the sustainable mobility was assessed the most positively. The Region reached the worst final score at the field of parking - 41% due to the lack of activities leading to the reduction of parking lot spaces and Park and Bike systems. It was the field of monitoring and evaluation which reached the lowest score in assessing the processes. Insufficient prioritization (in some cases absent prioritization) of public transport, absence of on demand public transport and flexible traffic systems are the main drawbacks in the field of public transport.

Eventually, SWOT analysis was shaped based on the analyses in this document and The Synopsis of the State of the Art. The analysis defines the key elements of success in implementing and execution the traffic systems in the field of sustainable mobility in tourism as well as corresponding frameworks (legal, financial, etc.).

Based on the elaborated analyses of current mobility state in Košice Self-governing Region with particular interest in the Slovak Paradise National Park and field research of mobility, 24 activities were adopted by the work team. These were later on evaluated in order of their priority for the action plan.

The multicriterial process of evaluating the activities was applied to set their priority. The evaluation reflected the goals of sustainable transportation and expenses based on the pre-set criteria which were carefully designed to reflect regional context and the goals of LAST MILE project. The main goal of the Action Plan addressed to the regional policy change and formation is the adjustment and complement of Regional Integrated Territorial Strategy (RITS) in Košice Self-governing Region.

Subsequently, the members of the work team individually and independently assessed the activities based on the pre-set criteria and aligned their priority - 8 with high priority, 7 with medium priority and 2 low in priority. The 2 activities with low will serve the needs of monitoring and promoting the action plan.

The activities of the regional action plan are in the document divided into 6 areas from raising the consciousness to changes to legislation. It is the activity leading to the changes to current legislation in favour of flexible traffic systems which acquires the highest priority in the assessment.

From the point of view of the priorities of the proposed activities, the activity supporting the change of legislation is followed by other high priority activities such as Fast bus line, Addition of new bus connections, reconstruction of the road, building of new Bike path, reconstruction of cableway and construction of intermodal public transport terminals with information systems. In addition to meeting the objectives of the LAST MILE project, these activities will also contribute to the fulfillment of the regional goals determined in the action plan by the members of the working group, mainly the increase of the share of trips in sustainable transport modes, support for intermodality and flexible transport systems, increase the number of visitors and the offer of sustainable transport modes in the area and improvement of the transport connection between the places of entry in the Slovak Paradise.

Action 3 - Fast bus line activity was chosen based on the example of good practice presented in Varna and will be implemented as a pilot activity. The activity based on Extend tourist counting will serve to monitor this action plan, but in particular to collect data on the traffic behavior of tourists.

1 General project information and the current state analysis

Project: LAST MILE – Sustainable mobility for the last mile in tourism regions

Partner Organisation: Agency for the Support of Regional Development Košice, n.o.

Other partner organizations: East Tyrol Regional Management, Austria

Club "Sustainable Development of Civil Society" - Club SDCS, Bulgaria

Government of Catalonia, Spain

Upper Sûre Nature Park, Luxembourg

Regional Office for Spatial Planning of Westpomeranian Voivodeship (RBGP), Poland

Country: Slovak republic

Region NUTS2: Eastern Slovakia

Contact person: Henrieta Kiraľvargová

e-mail address: henrieta.kiralvargova@arr.sk

phone number: +421 55 68 22 817

1.1 General characteristics of the Košice Self-governing Region and Slovak paradise

1.1.1 Description of the territory of the Košice Self-governing Region

The KSR is located in the southeastern part of the Slovak Republic. On the west, it borders with the Banská Bystrica Self-governing Region and on the north with the Prešov Self-governing Region. The southern and eastern borders form the national border with Hungary and Ukraine.

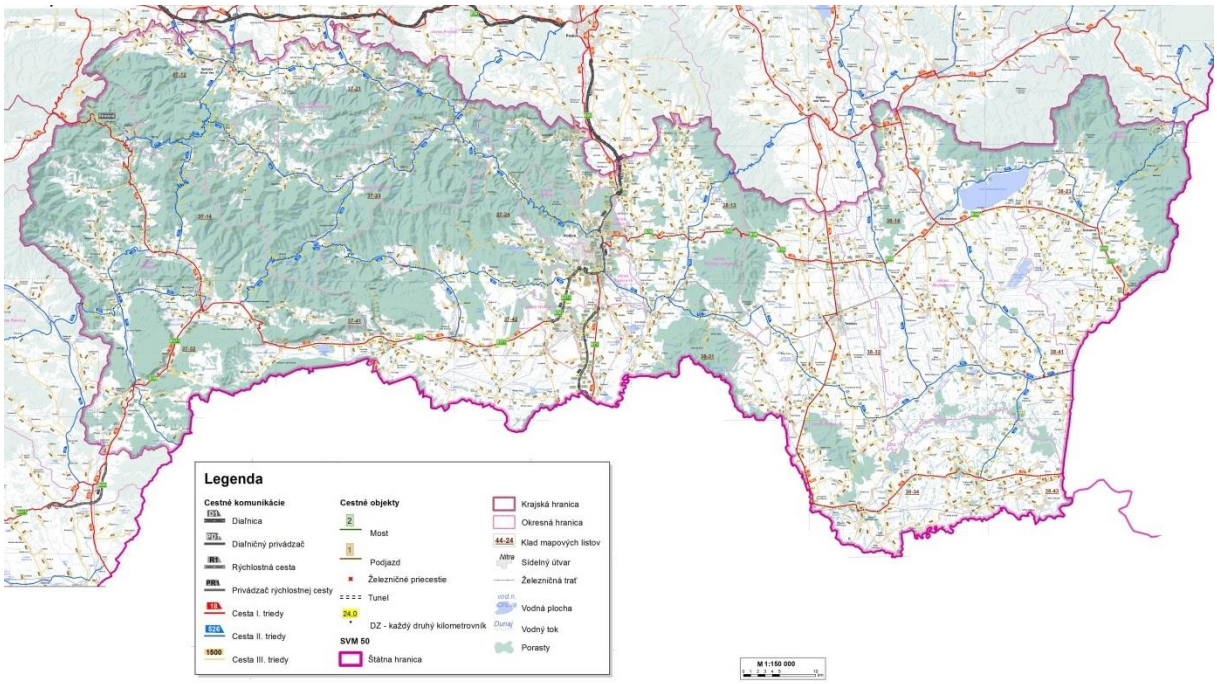


Fig. 1: Košice Self-governing Region

Source: Košice Self-governing Region

The western mountain part of the territory consists of the Slovak Rudohorie with the highest peaks of the region - Stolica 1 476 masl. and Kohút 1 405 masl. An important part of the territory of the Košice Region is the vast Košice Basin, which is open to the south. In the eastern part lies the East Slovak Lowland, the central part of which forms the East Slovak Plain, where the lowest point of Slovakia is located (94 masl).

1.1.2 Description of the territory of the Slovak Paradise

The territory of the Slovak Paradise is located in the eastern part of the Slovak Republic, in the north-western part of the Košice Self-governing Region and in the northeastern part of the Slovak Rudohorie. To the north it borders the Hornád Basin, on the west with the Low Tatras.

The altitude of the area is from 500 m above sea level (Hornád Basin) in the north up to 1270 masl (Ondrejisko Hill) in the south and 1 545 masl. (the hill Predná hoľa) in the west of the area. The transition between the northern and southern parts of the Slovak Paradise is possible through 3 mountain saddles, Vernár (1053 masl), Kopanec (987 masl) and Grajnár (1023 masl).

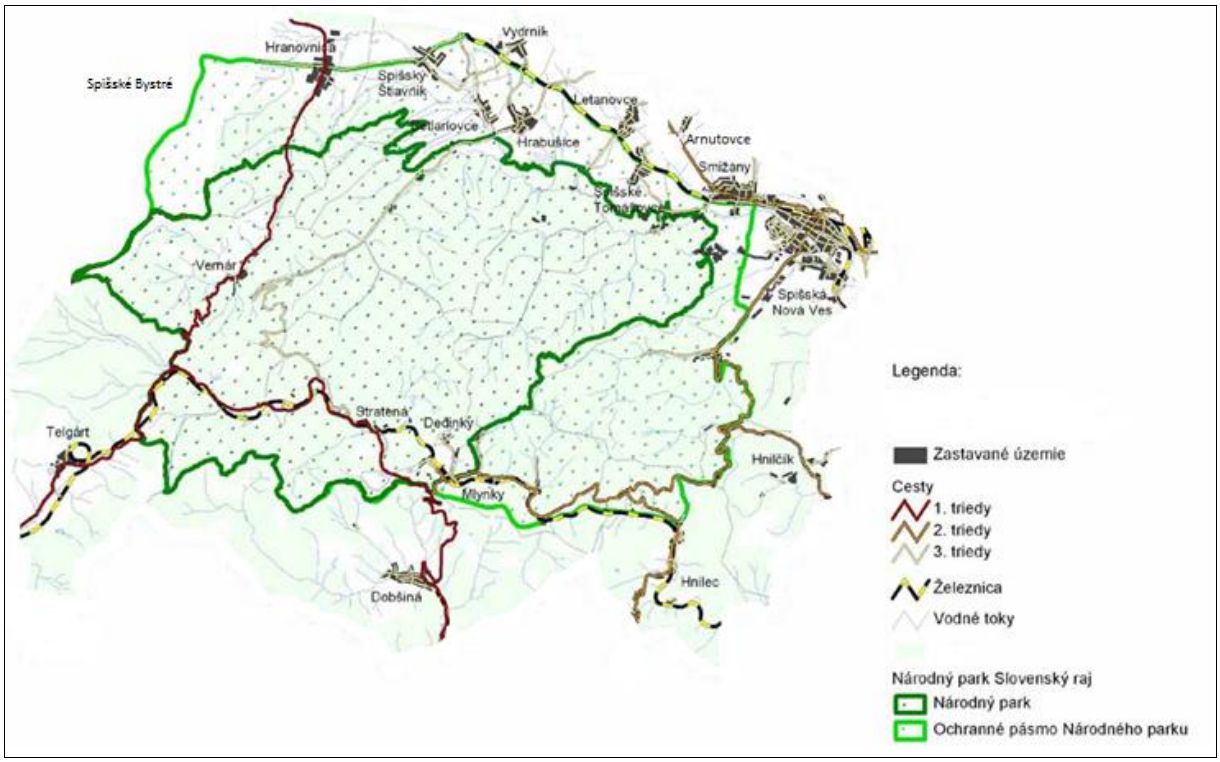


Fig. 2: The territory of the Slovak Paradise National Park

Source: Territory development strategy of the Slovak Paradise

The administrative, cultural, economic and commercial centre as well as the main traffic junction of the Slovak Paradise is the town of Spišská Nová Ves. It directly supports the visits in the Slovak Paradise National Park by its infrastructure. This city is mostly the source of the last mile of the tourists heading to the Slovak Paradise.

1.1.3 Population growth

1.1.3.1 Population growth in the KSR

The most densely populated are the four districts lying in the territory of Košice. The density is significantly smaller in the district of Sobrance, Gelnica and Rožňava. There are 440 municipalities in the Košice Region, of which 17 have the status of a city.

According to the Statistical Office of the Slovak Republic from the end of 2016, there were 798,103 inhabitants in the KSR, which is 14.71% of the total population of the Slovak Republic. The KSR is after Prešov the second largest in Slovakia in this field. The female share is 51.2%. The region belongs to densely populated regions, with an average of 118.1 inhabitants per 1 km2. The most populous are the four districts lying in the territory of the city of Košice. The settlement is significantly smaller in the district of Sobrance, Gelnica and Rožňava. There are 440 municipalities in the KSR, of which 17 have the status of a city.

Between 2006 and 2016, the average annual population increase in the KSR was 2502 inhabitants, representing 0.31% of the total population. Within the entire SR, this growth represents only 0.08%. The pace of growth of the permanent residents in KSR was higher

than in the whole of the SR. The population growth in 2006 - 2016 in KSR is shown in the following graph.

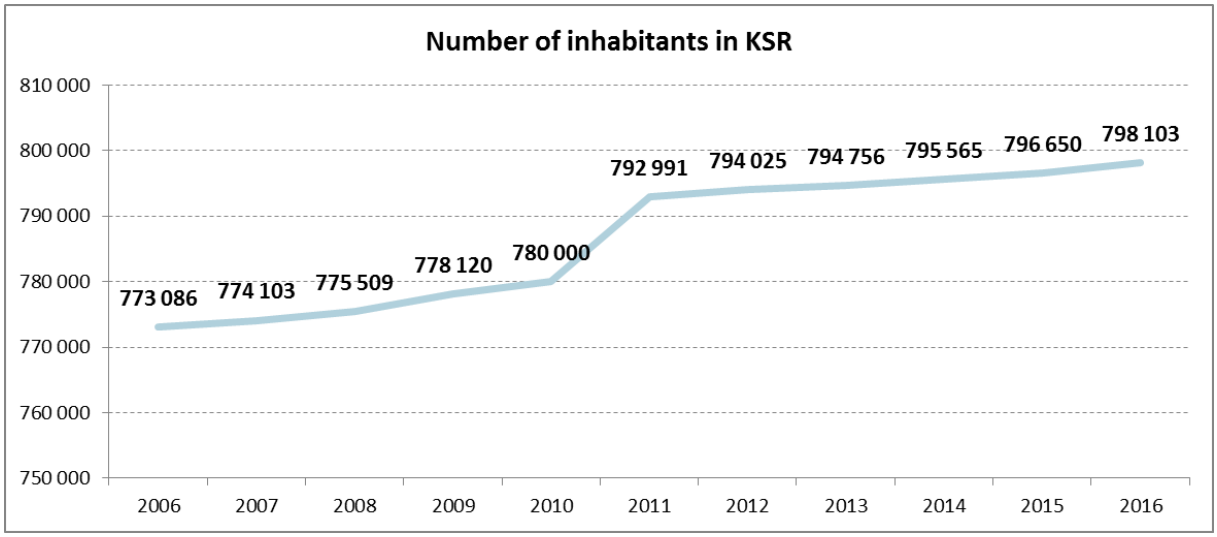


Fig. 3: Development of the number of permanent residents of the KSR at the end of the year

Data source: Statistical Office of the Slovak Republic

1.1.3.2 Population growth in the district of Spišská Nová Ves

At the end of 2016, 99,422 inhabitants lived in the Spišská Nová Ves district, of which 50.6% were women. The average population density is 169 inhabitants / km^2, which in the Košice Region is above the average value. 36 towns and villages are in the district. The largest city considering the number of inhabitants is Spišská Nová Ves.

Between 2006 and 2016, the average annual population growth in the SNV district was 383 which represents 0.34% of the total population. It is above average both in the SR and the Košice region. A higher increase in population occurs especially in the northern parts of the district, e.g. in the villages of Smižany and Spišské Tomášovce. In the southern part, the migration causes the decline in the number of permanent residents. Population growth in the district of Spišská Nová Ves between 2006 and 2016 is shown in the following graph.

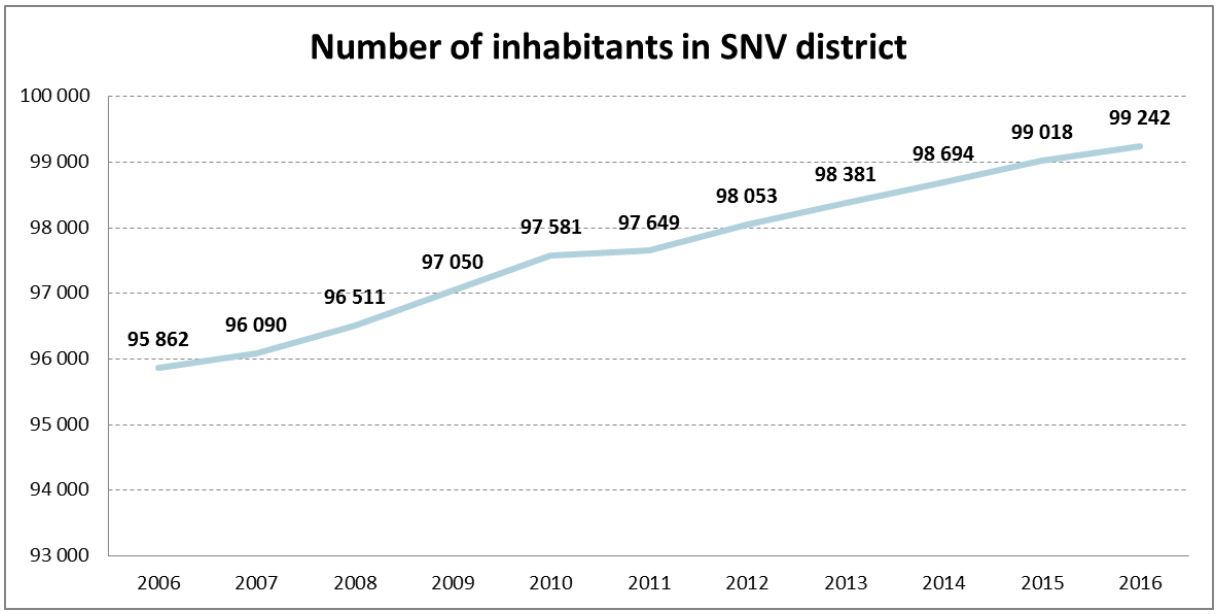


Fig. 4: Development of the number of permanent residents of SNV at the end of the year

Data source: Statistical Office of the Slovak Republic

1.1.4 Transport related behaviour of the inhabitants

1.1.4.1 Motorization rate

For the determination of the future traffic load, the development of the motorization rate is a main factor. The motorization rate is the number of inhabitants of a given territorial unit belonging to one motor vehicle. The level of automobilisation represents the number of inhabitants of a given territorial unit per passenger car. For the better understanding, values can also be counted as the number of vehicles per 1000 inhabitants of the territory.

With an increasing number of motor vehicles, the demand for services related to their use is growing, the number of vehicles in the car parks as well as the traffic intensities on the roads increase. Exceeding the capacity of parking lots, the rules of road traffic are disobeyed. The development of the motorization level in the Slovak Republic, the Košice Region and the district of Spišská Nová Ves is in the following charts.

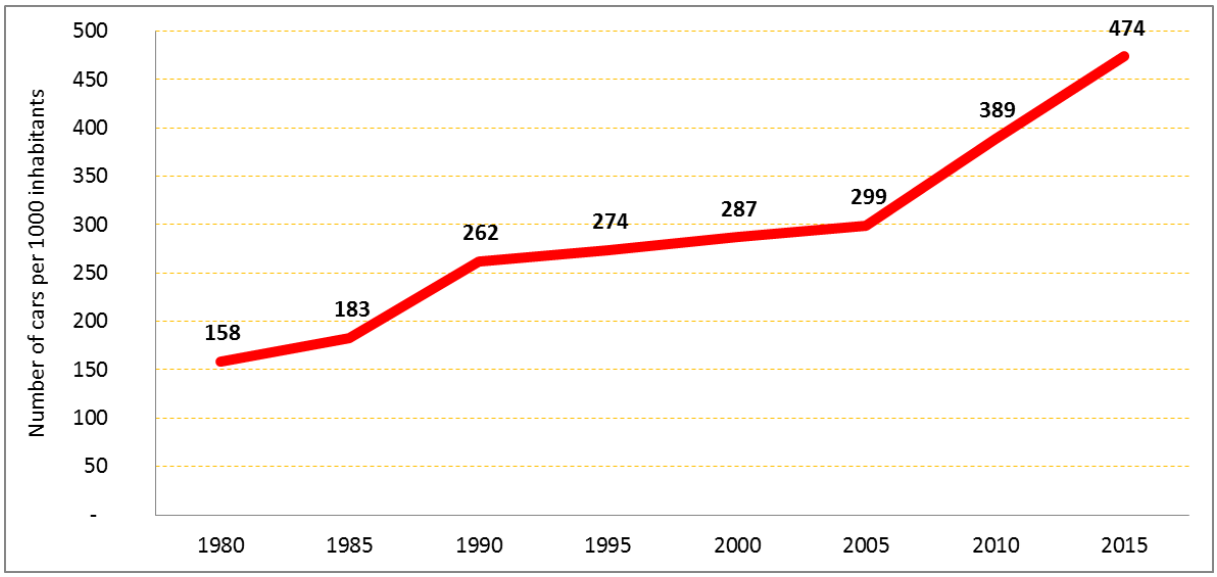


Fig. 5: Motorization rate in the Slovak Republic from 1980 to 2015

Data source: Statistical Office of the Slovak Republic and Ministry of Interior of the SR

As can be seen in the chart, from 1980 to 2015, the degree of motorization rose almost thrice, with the population rise 9% during this period. However, the number of cars in the period under review increased by 225%, from 790 thousand to over 2.5 million.

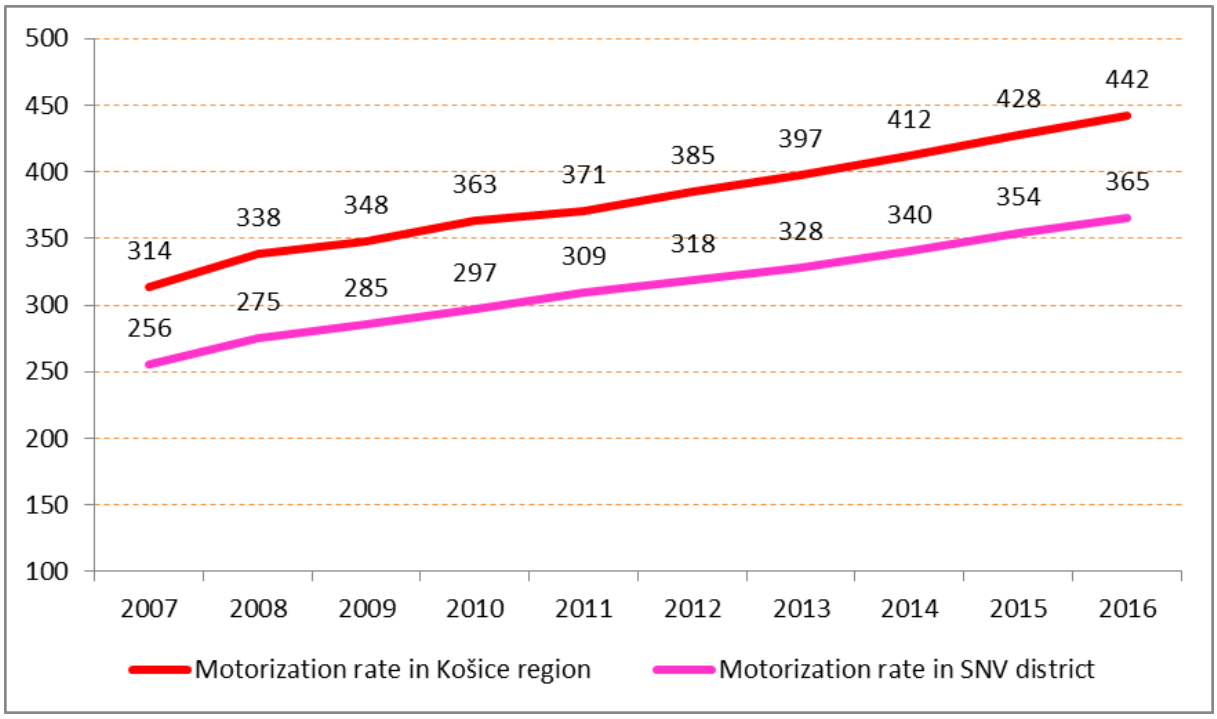


Fig. 6: Motorization rate in the Košice Self-Governing Region and SNV district

Data source: Statistical Office of the Slovak Republic and Ministry of Interior of the SR

It is clear from the graph above that the level of motorization increased despite population growth. In the past decade, the number of motor vehicles grew faster than the number of

inhabitants. During the monitored period, the number of registered motor vehicles rose by almost half, in KSR by 45% and in the district of Spišská Nová Ves by 47.5%.

1.1.4.2 Modal split

In the territory of the Slovak Republic and the Košice Self-Governing Region, a system of data collection on mobility behaviour of the population by means of traffic-sociological surveys or by tourists feedback surveys has not yet been established. Data on modal split divisions were collected mainly in the context of the preparation of international projects or the preparation of sustainable mobility plans or general transport plans.

The general overview of the modal split in the Slovak Republic in the year 2016 ascertained by the Statistical Office of the Slovak Republic is in the following chart.

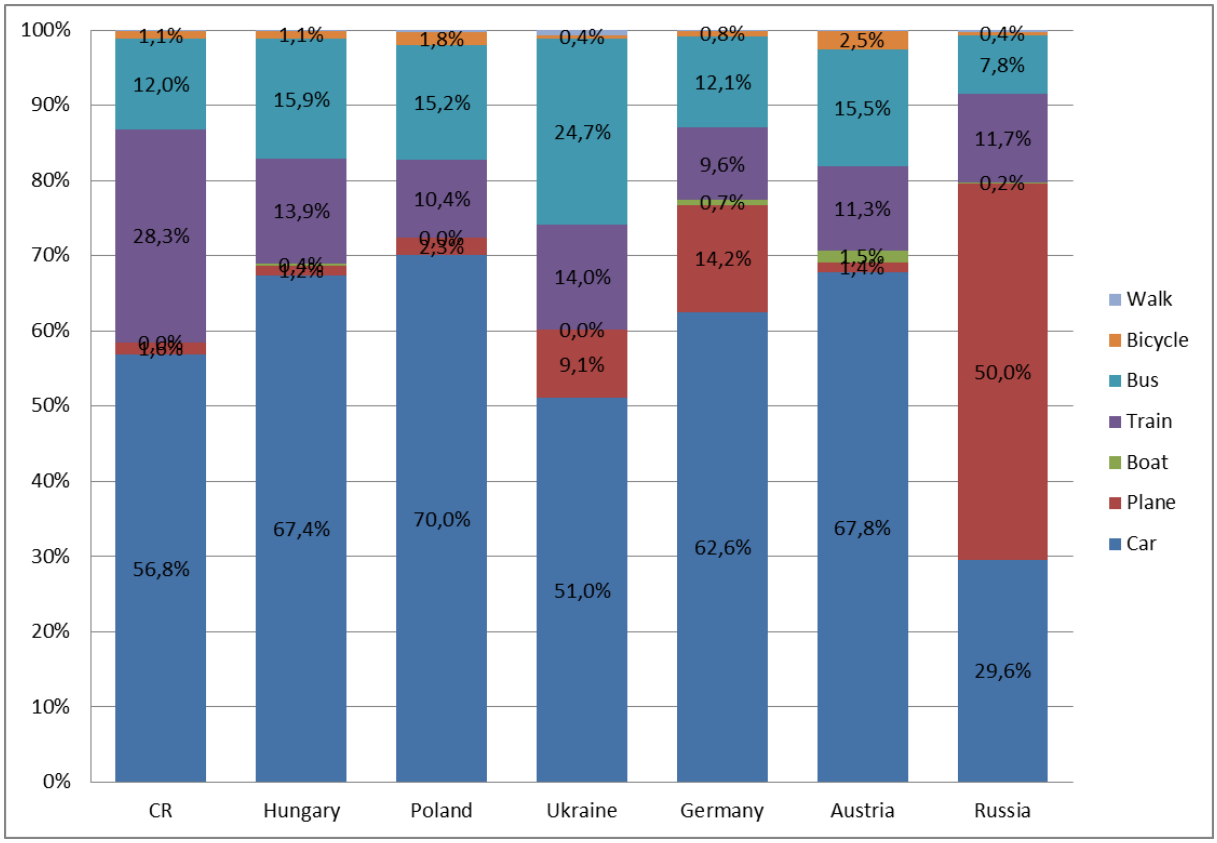


Fig. 7: Modal split of tourists in the SR based on nationality

Data source: Statistical Office of the Slovak Republic

Modal split in the city of Košice

Two surveys focused were undertaken to find a modal split in Košice. In 2012, a survey on traffic was conducted on a sample of 1500 respondents. Sustainable transport modes, according to the survey, had a share of 71% of the journeys made.

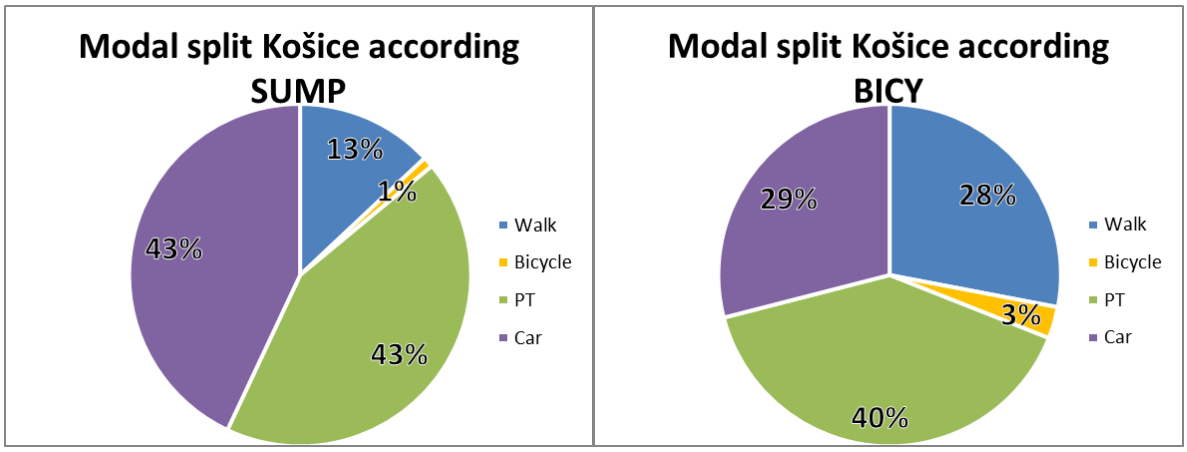


Fig. 8: Modal split in Košice

Data source: SUMP KE, BICY project

Between December 2014 and February 2015, a traffic-sociological survey was carried out in households in accordance with the Brawisimo project methodology in the framework of the sustainable mobility plan for the City of Košice. All members of the household older than 6 years of age were addressed. The survey was carried out on a sample of 6,516 out of 22,800,000 people over 6 years old (it means 2.85% of the citizens). According to this survey, the share of sustainable transport modes journeys was 57%. This lower share could be due to the climate season in which the survey was carried out but also to the increase in the level of motorization in the city and the region.

Modal split in the city of Spišská Nová Ves

In Spišská Nová Ves, a survey including the modal split questionnaire took place in 2012. It was carried out in the form of a traffic based survey on the sample of 1500 respondents. Sustainable transport modes, according to the survey, had a share of 80% of the journeys made. The highest share of journeys was by foot - 40%.

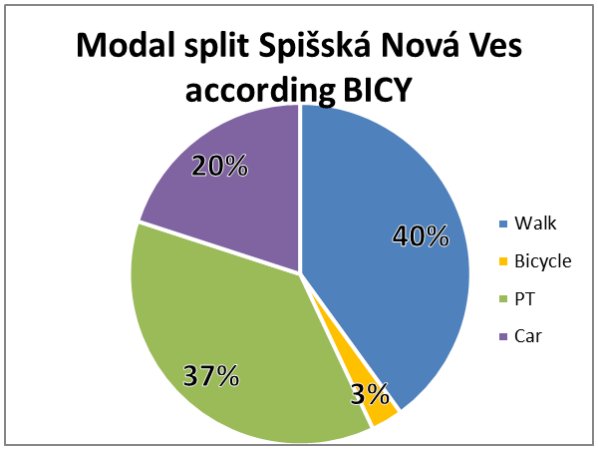


Fig. 9: Modal split in the city of Spišská Nová Ves

Data source: BICY project

1.2 The current state of mobility in the Slovak Paradise

The current state of mobility in most areas of the Slovak Republic is characterized by constantly deteriorating transport, safety and environmental conditions. In some areas, serviceability has begun to fail, and local authorities are no longer able to provide good conditions for the transport of people, the transport of goods and services. The cause of these problems is, in particular, the enormous increase in individual car traffic over the last two decades. However, that's not the only cause. We need to look for several problems. These include: a non-systemic approach to solving transport problems, the absence of basic tools to help mobility - responsible and consistent spatial planning, inadequate legislation for the necessary regulatory measures in car transport, insufficient personnel and material equipment of the state and regional governments.

1.2.1 Roads network and traffic situation

Significant trans-regional road traffic flows in the east-west and north-south directions of the KSR. The most significant of these roads are included in the trans-European transport network, namely the European routes E50 (Žilina - Prešov - Košice - Michalovce state border with Ukraine), E71 (Košice - the border with Hungary - Miskolc) and E58 (Zvolen - Rožňava - Košice - state border with Ukraine).

1.2.1.1 Roads in the KSR and Slovak Paradise

The entrance places of the Slovak Paradise are available by 4 roads of II. class (II/533, II/535, II/536, II/546). The southern part of the territory is also connected with its surroundings with the first class roads I/66 and I/67.

As of January 1, 2018, 5,395 km of motorways, 39,169 km of express roads and conduits, 339,473 km of I. class roads, 583,239 km of II. class roads and 1,414.16 km of roads III. class were registered in KSR. The density of the road network in Košice Self-governing Region was on 1st January 2018 0.402 km / km2, resp. 0.506 km / ths. inhabitants.

1.2.1.2 Bus transport

Bus services use stations and stops for its operation in addition to the road network. Restricted communications or public passenger transport lanes do not exist in the territory of the Slovak Paradise and its surroundings.

1.2.1.3 Transportation output of bus services

Public passenger transport is a competitive mode of transport in relation to individual car transport, and in the area of the Slovak Paradise we focus on suburban regional transport. Suburban transport in the area is mainly provided by eurobus, a.s. Dopravný závod Spišská Nová Ves. To a lesser extent, it is also operated by other carriers, which are involved in providing mainly long distance and international services.

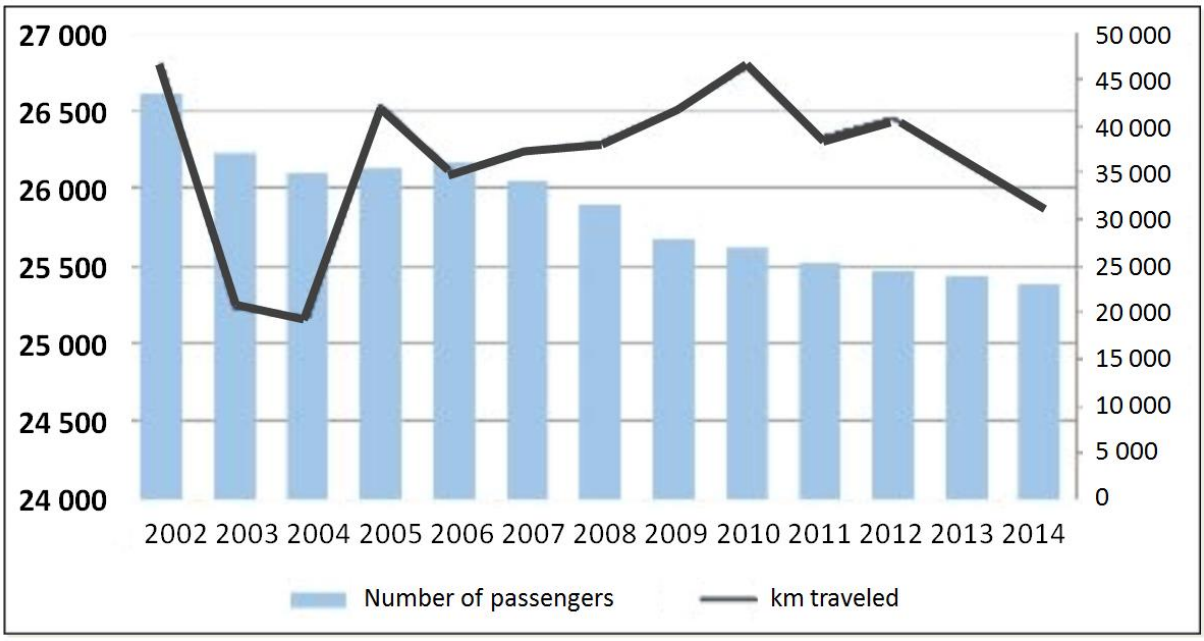


Fig. 10: Number of passengers and transportation output

Source: eurobus, a.s.

From the above chart, it is evident, that although the transportation output increased year-on-year, the number of transported people decreased. In recent years there has been an ongoing decline in suburban bus commuters on average by approximately 6% per year. This trend is also related to increasing use of private motor vehicles.

1.2.1.4 Walk accessibility of public passenger transport

The time accessibility of public passenger transport stops is a function of the distance between stops and density of the public transport network. It corresponds to the average length of the passenger's journey to the closest stop in the monitored traffic area at the walking speed. Graphically it is possible to evaluate the time distance using isochron time availability. The isochron of the time accessibility is a curve bounding area from which the same walking time is to a particular stop. It is usually a circle with a radius equal to the distance the passenger travels at a certain time and has a centre at the appropriate stop.

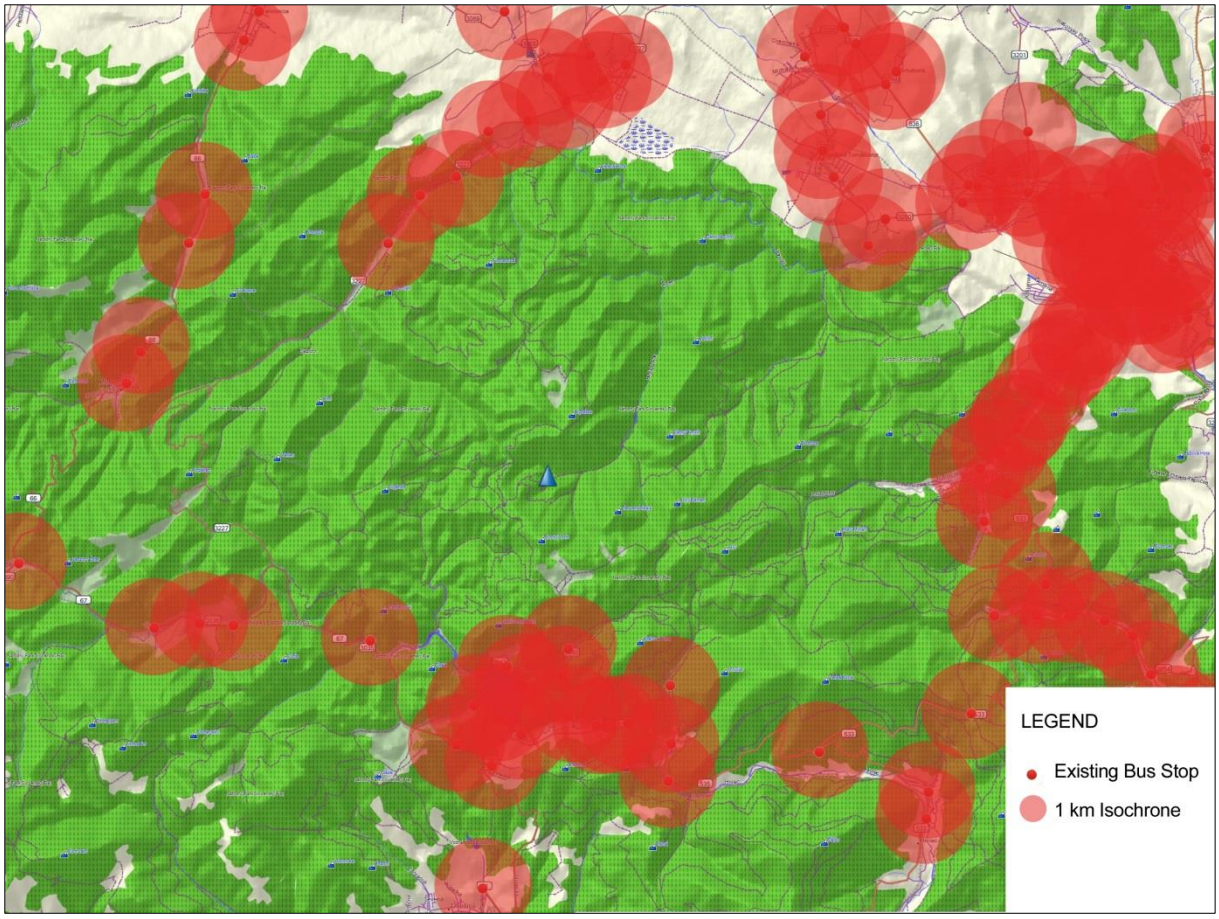


Fig. 11: Theoretical isochrons of the accessibility of the existing bus stops

Map source: openstreetmap.org

The speed of walk was set at 4 km/h in the given rangy terrain for the needs of the suburban transport of the tourists. Time accessibility was set to 15 minutes due to the recreational nature of the transport. Thus the isochrons of the accessibility of public passenger transport stops in the picture have a radius of 1.0 km. The worst access to public transport stops is in the central part of the National Park, which is, however, natural in the protected area.

1.2.2 Rail transport

1.2.2.1 Rail network

Rail transport serves 83 out of 440 municipalities in the KSR. The main railway line is the Spišská Nová Ves - Margecany - Košice - Trebišov - Michalovce - Čierna nad Tisou route. The ŽSR 173 railway line: Červená Skala - Margecany in the southern part and ŽSR 180: Žilina - Košice in the north cross the area and surroundings of the Slovak Paradise.

The construction length of the railway lines in the Košice region has been decreasing in recent years, with 701 km of railway lines operating in 2016, compared with 2011, a decrease of 21 km. From the point of view of the density of the operated railway lines, KSR has the second highest density of railway lines in Slovakia with 103,822 km /ths. km2.

Fig. 12: Main railway lines in the proximity of the SP

Source: Železnice Slovenskej republiky

1.2.2.2 Rail transport transportation output

At present, within the territory of the Slovak Republic, seven passenger transport companies provide services. From the point of view of the transported passengers, the largest carrier is the ŽSR (Railway Company Slovakia, a.s.). In 2016, this carrier transported 65,606 million people, which was 8,331 million more than in the previous year, so year-on-year their number grew by 14.55%.

In the national transport, the year-on-year growth of transported persons was recorded at 8.189 mil. passengers (15.25%), in the international transport there was a year-on-year increase of 142 ths. people (3.97%).

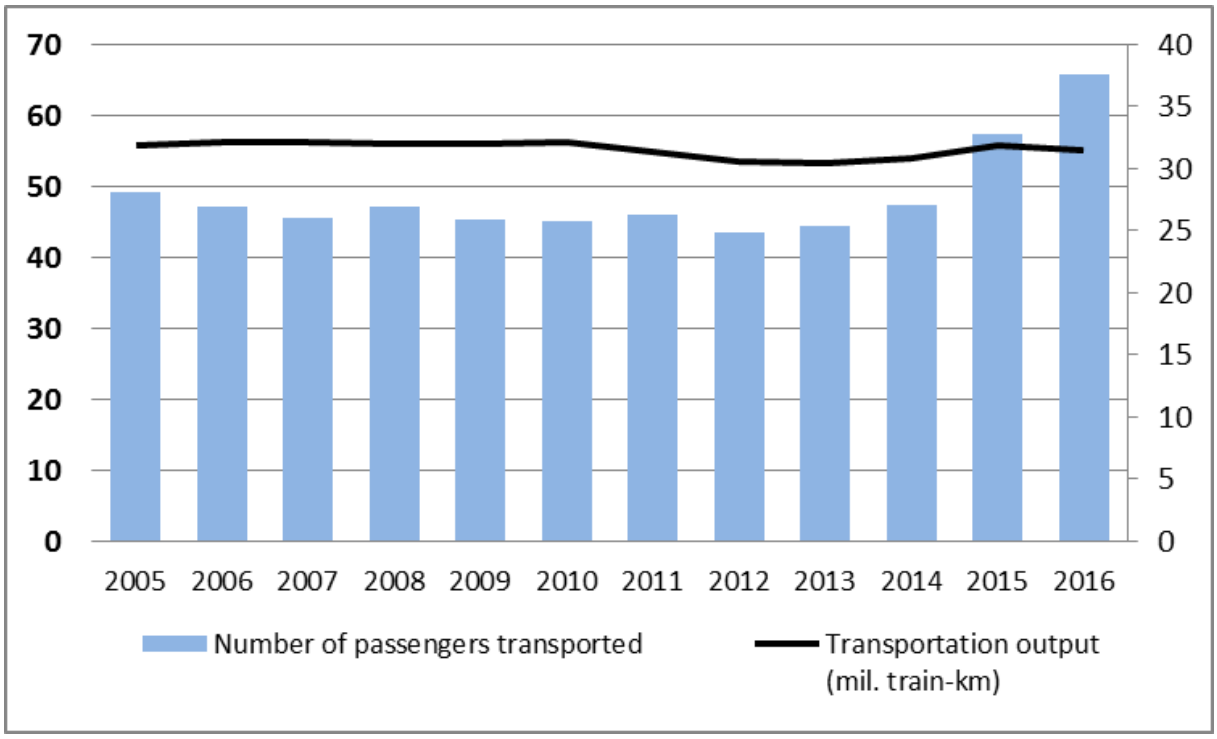


Fig. 13: Number of passengers transported and transportation output

Source: Železničná spoločnosť Slovensko, a. s.

A significant year-on-year increase in the number of people transported and transportation output as well in the national traffic was mainly affected by the introduction of charge free transport for selected population groups, so by the change of transport and tariff conditions in the transport of people on trains under a contract for public transport services implemented from 17th November 2014.

1.2.3 Cycling

1.2.3.1 Cycling route network

On the territory of the Slovak Paradise National Park there are no bicycle routes marked by traffic signs, i.e. cycling paths, shared paths for cyclists and pedestrians, etc. In the surroundings, local communications in the towns of Spišská Nová Ves and Poprad operate such signs and infrastructure.

Fig. 14: Cycling routes marked by traffic signs

Map source: openstreetmap.org

1.2.3.2 Cycling routes

Cycling routes marked by the Slovak Cycloclub are, in addition to cyclists' paths, follow usually low traffic intensities roads. They are marked in accordance with STN 01 8028 Cycling marking and distinguished in four colours.

The list of cycling trails in the NP Slovak Paradise and its protection zone can be found in the following figure.

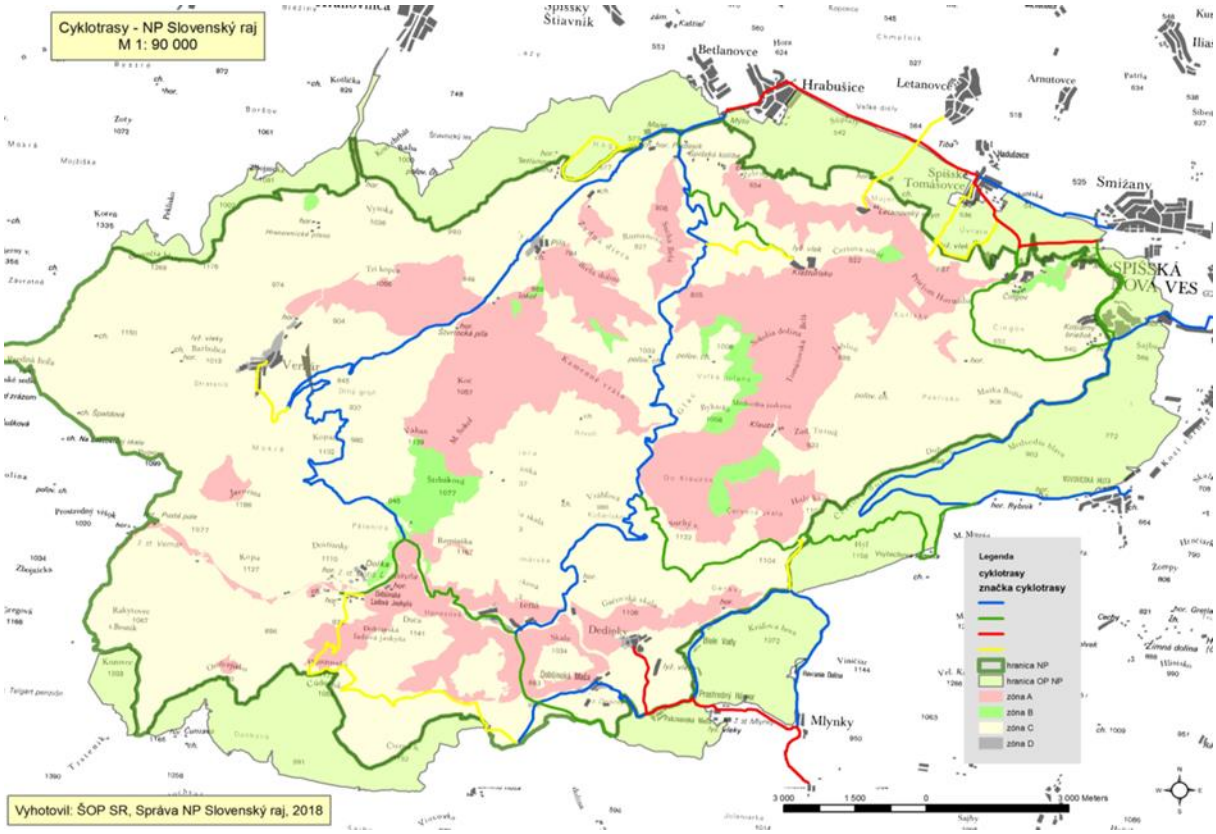


Fig. 15: Cycling route network in the NP Slovak Paradise

Source: The administration of National Park of Slovak Paradise

1.2.3.3 Pedestrian communications

There is no pedestrian communications linking tourist points of interest in the area. Pavements are built mainly in urban areas of towns and some municipalities. At the time of the analysis, the reconstruction of the pavements in Spišská Nová Ves and the construction of the sidewalk in the associated transport area of the road I/66 in the village of Hranovnica took place.

Fig. 16: Sidewalks in Spišská Nová Ves and Hranovnica

The lack of infrastructure suitable for pedestrians is the boldest in the areas of entrance places in the Slovak Paradise, between public transport stops and points of interest of tourists. An example of such a place is a section of III/3227 between Hrabušice and Podlesok.

Fig. 17: Pedestrians walking along the road between Hrabušice and Podlesok

1.2.3.4 Marked hiking paths network

The network of hiking trails is marked in accordance with STN 01 8025 Tourist Signage. The list of tourist marked trails in the Slovak Paradise National Park and its protection zone can be found in the following figure.

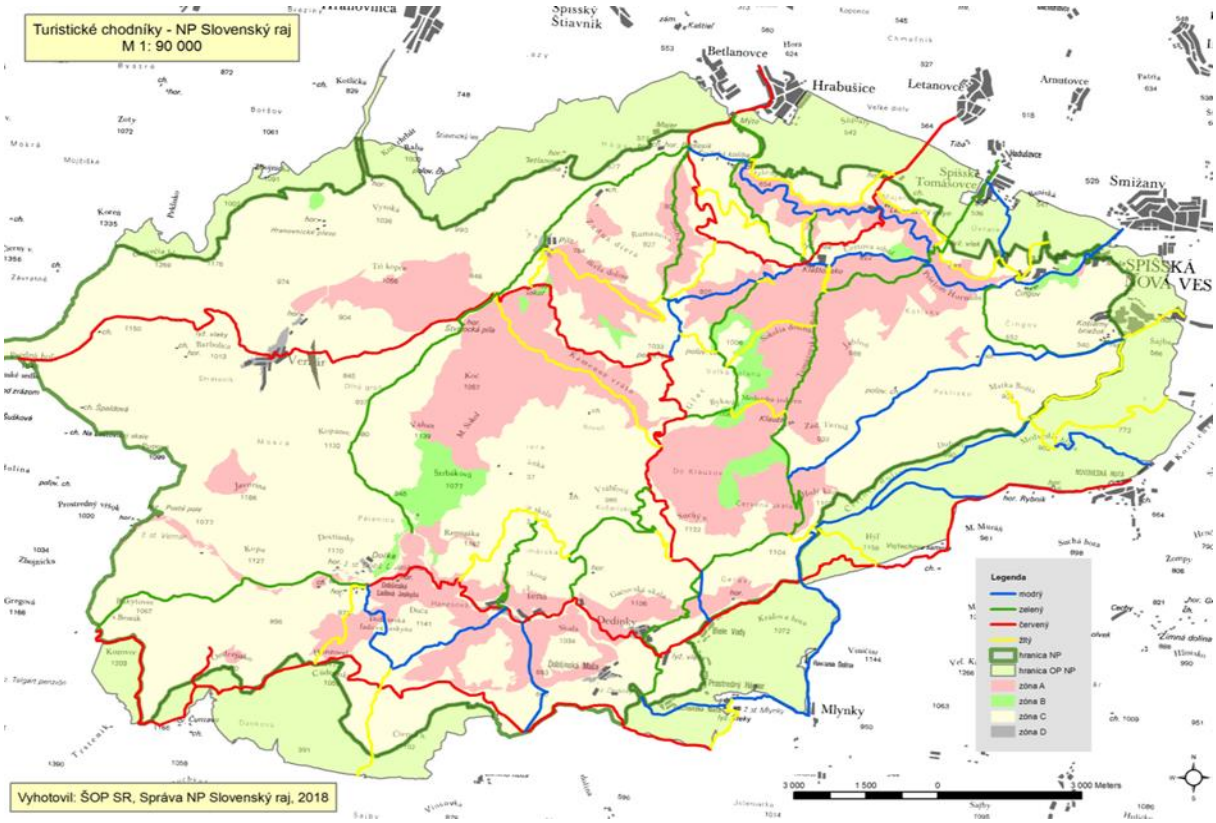


Fig. 18: Map of tourist marked trails in the Slovak Paradise National Park

Source: The administration of National Park of Slovak Paradise

1.2.4 Static traffic - Parking

For the purpose of this analysis, static traffic is assessed separately, even though it is not a separate transport mode.

The total capacity of the official parking areas in the Slovak Paradise was approximately 1208 parking places in 2014, of which 383 parking places are located in the northern part of the Slovak Paradise. Further parking lots were built later in Kameňolom near Letanovský mlyn with a capacity of approximately 32 parking spaces in the area of the reinforced turning area.

Fig. 19: Parking spaces in Kameňolom

In the territory of the Slovak Paradise, there are also parking facilities at the accommodation facilities as well as unofficial parking lots, which increase the overall capacity but also contribute negatively to parking problems in inappropriate or unauthorized places / locations as parking spaces do not cover the needs of parking for visitors, mainly in the northern part of the Slovak Paradise. Parking and building of parking areas are handled by local authorities within their territories individually in accordance to the framework of their territorial or economic development plans.

1.2.4.1 Survey on static traffic

For this analysis, a static transport survey was carried out at the car parks in the southern part of the Slovak Paradise in the area of the ski resorts Mlynky Gugel and Mlynky, Biele Vody.

During the survey period, no officially marked parking lots reached their highest capacity. In the location the Mlynky bus stop 34 vehicles parked in the morning and 70 vehicles in the afternoon. In the location under cableway, there were 6 vehicles in the morning and 14 vehicles in the afternoon. In Biele Vody, it was 38 vehicles in the morning and 36 vehicles in the afternoon. The maximum number of vehicles in these three locations was recorded between 12:00 and 13:00 when 120 vehicles parked there (summary).

From the point of view of the source of the visitors' origin, the highest number of registration numbers was recorded from the district of Spišská Nová Ves - at the peak hour 26.7% of all parking vehicles in the monitored localities. The second highest number of records was the Rožňava district, 20.8%. Of the districts of Košice and Košice okolie, around 17,5% of the parking cars were registered. From non-SR countries, Hungary had the highest share, 6.7% of parking vehicles. The vehicle registration plate from the Republic of Poland was not recorded during the survey.

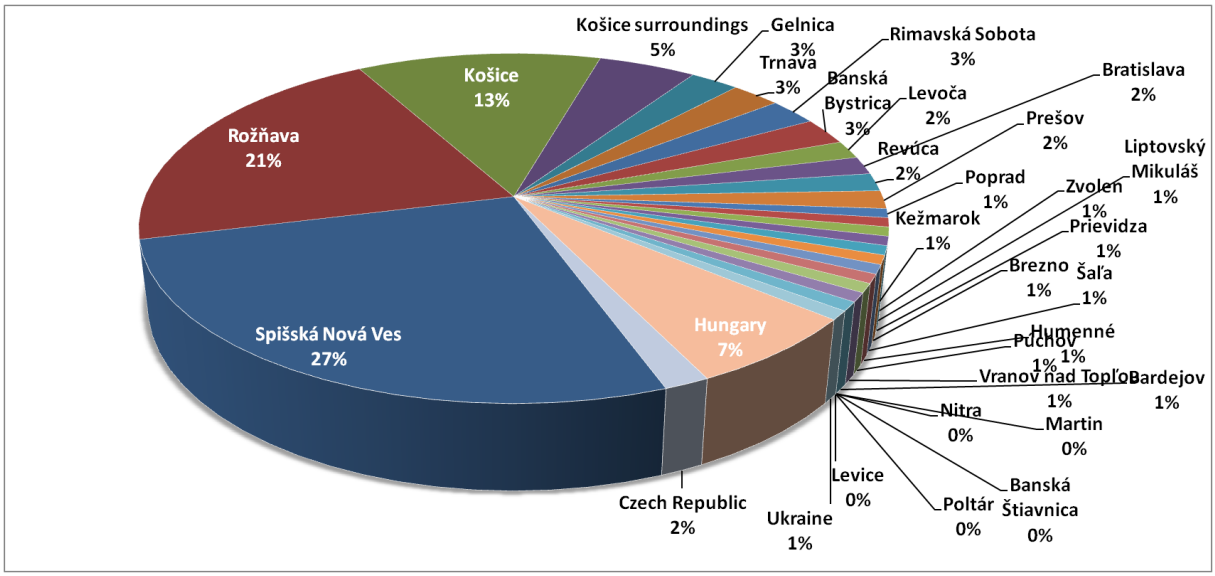


Fig. 20: Composition of vehicles parked in the parking areas in Mlynky based on vehicle registration

1.2.5 Waterway transport

The Administration of the Slovak Paradise National Park has allowed from May 1, 2016, regulated canoeing on the Hornád Prielom. Canoeing is permitted for one or two-seater boats - kayaks, canoes and inflatable boats. Multi-site ships, rafts and other water vehicles cannot be used. Therefore, the use of water transport for recreational purposes is envisaged in the territory. The rafting of the Hornád Prielom in the Slovak Paradise National Park is limited to the period from May 1 to October 31.

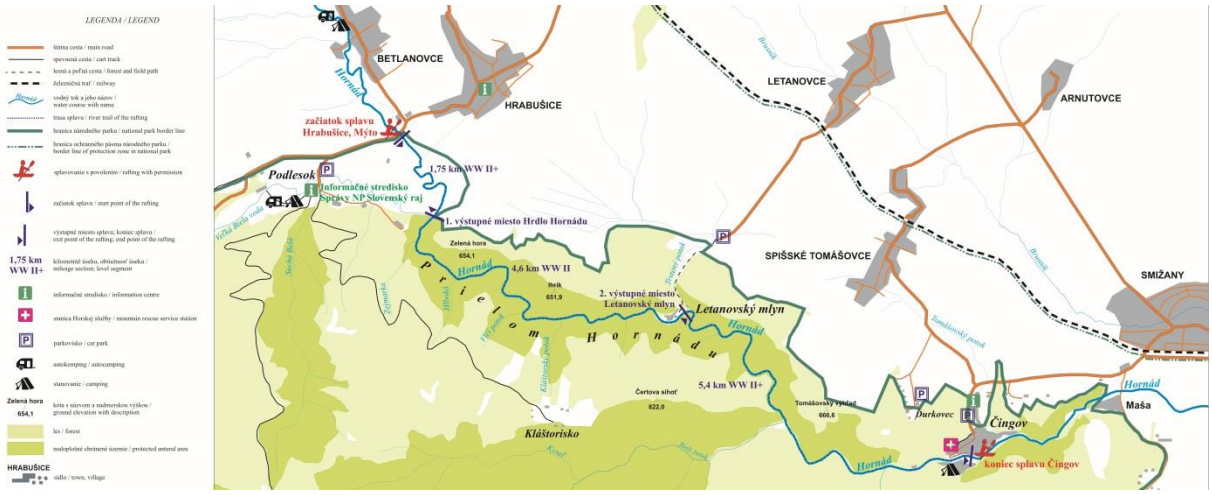


Fig. 21: The water way of the River Hornád in the SP
Source: The administration of the National Park Slovak Paradise

1.2.6 Air transport

The airport is not located directly within the territory of the Slovak Paradise National Park. Airports of international importance are in Poprad (about 20 km away) and in Košice (about 75 km away). The Spišská Nová Ves Airport is located near Spišská Nová Ves. It is a public national airport with irregular traffic and two runways.

Košice International Airport

Košice International Airport is the second largest international airport in the SR. It is located in the urban part of the city - Barca, 6 km south of the centre of Košice and about 60 km southeast of Spišská Nová Ves at an altitude of 230 masl. It serves regular, charter, domestic and international flights.

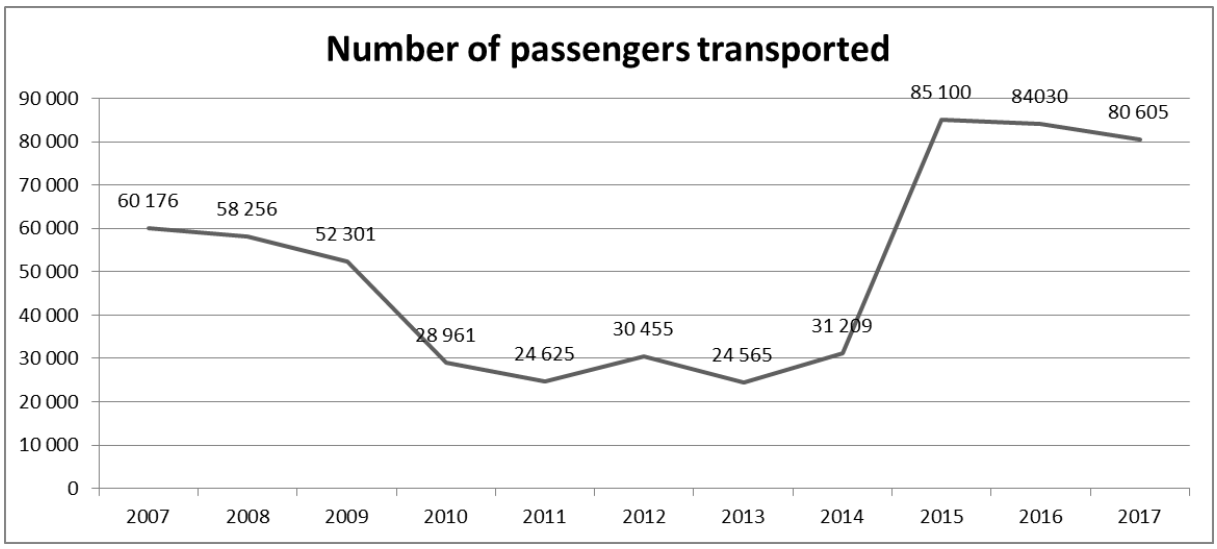


Fig. 22: The numbers of passengers transported in the Košice International Airport in the past 10 years
Source: Letisko Košice - Airport Košice, a.s.

In the past ten years, the decrease in the number of passengers transported was the most significant in 2009, when the number of passengers dropped by 40% compared to 2008. The dramatic decline was caused by the operation of Sky Europe Airlines. They transported up to 70% of all passengers on regular flights from Košice and their service was not sustainable.

Poprad - Tatry Airport

Poprad - Tatry Airport is an international airport located in Poprad. It lays 718 masl. and is the highest-placed airport for short and medium-distance traffic in Central Europe.

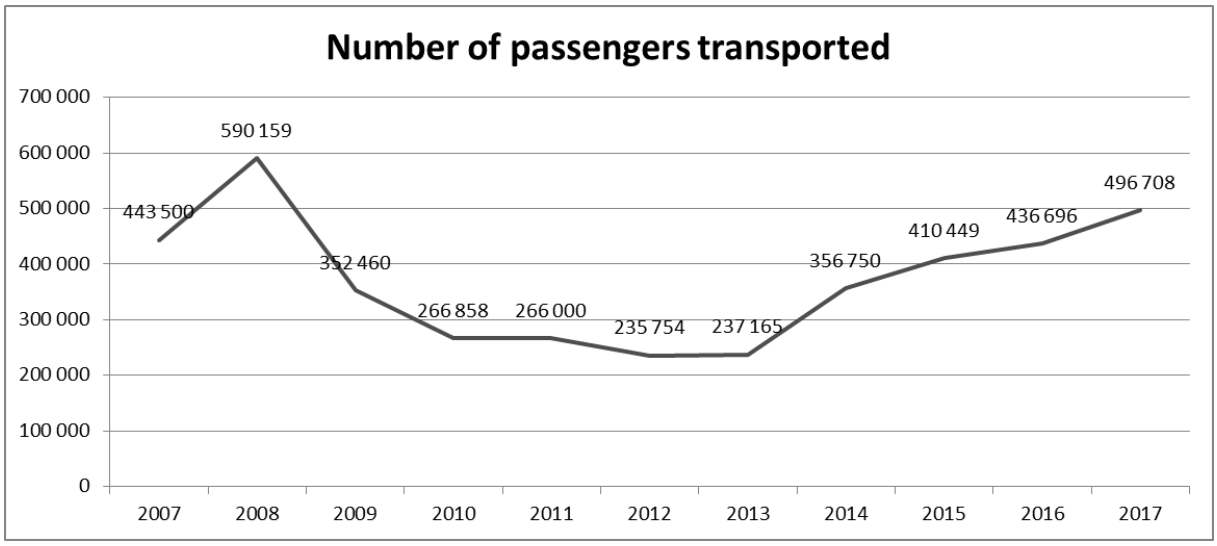


Fig. 23: The numbers of passengers transported in the Poprad-Tatry Airport in the past 10 years
Source: Letisko Poprad – Tatry, a.s.

The most significant increase in passengers at Poprad-Tatry Airport was reached in 2015, when the number of passengers grew by more than 170% year-on-year. The largest share of this change was the Hungarian Wizz Air line to Luton Airport in London, which has been in operation since autumn 2014.

1.3 Legislative framework

1.3.1 National legislation

The national or regional legislation dealing with FTS is missing in Slovak republic, only occasional transport systems is legally defined. Flexible modes of transport cannot be financed from public funds due to problematic integration into public transport systems. Service on demand is often not economically attractive for the operators if there is no synergy with other entrepreneurs. A further barrier in the implementation is the absence of information platform services.

The Law 56/2012 Coll. - Law on road transport regulates the access to the profession of operator of road traffic, rules of entrepreneur activity in road traffic, providing regular transport services in the concerned territory, rights and duties of the transport companies and passengers in bus services and taxi services, conditions of transporting dangerous materials, public administration in road traffic. The law does not refer to the road traffic performed for own needs.

The occasional transport is carried out under the agreement concluded with the customer of occasional transport as single contractual transport services provided for an agreed group of passengers. The services take place along the agreed route with agreed stops. The occasional transport operator is obliged to fulfil his transport obligations only in relation to the agreed group of passengers; he does not have any operational or tariff duties. Buses have to be marked with “Excursion” sign.

The plan of transport services shall be the basis for awarding transport licenses, concluding contracts on services and for drafting the timetables in regular transport services.

Methodical guidelines to creation of plans of sustainable mobility (Ministry of Transport and Construction of the Slovak Republic – 2015) deals with the content and structure of the Plan of sustainable mobility and it presents a certain handbook for preparation of the plan at the level of cities or regions. This document is linked to the GUIDELINES – Developing and implementing a Sustainable urban mobility plan (2014), The Poly-SUMP Methodology - How to develop a Sustainable Urban Mobility Plan for a polycentric region (2014). Based on the above document it is being prepared the elaboration of the Plan of sustainable mobility of the Košice Region.

1.3.2 Regional legislation

Regional integrated territorial strategy of the Kosice region (RITS) is a starting and implementation document for implementing the program IROP (Integrated Regional Operation Program). At the same time, RITS presents an obligatory action plan of specific planned activities of IROP in the Košice region, defining specifically planned measures emphasizing the integrated approach to development of the territory. The document deals with the development of local and regional plans of the sustainable mobility as preconditions for the interventions into the transport system and with ensuring the modern tariff, information and dispatching systems and implementing the ITS (Integrated transport system).

1.4 Assessment of the current state of mobility with Advance methodology

1.4.1 Assessment description

To assess the current state of mobility in the Slovak Paradise, respectively KSR, questionnaire survey among subjects interested in mobility, tourism, environment, etc. was used. The composition of the evaluation group is described in more detail in 1.3.2 Evaluators, work team members.

1.4.2 Evaluators, work team members

Inevitable step of creating an action plan for mobility is identifying the people responsible for creating a vision. This includes the identification of relevant persons involved such as representatives of:

- local authorities and governments,
- transport service provider,
- organisations in the field of transport, environment nad tourism,
- creator of the action plan,
- relevant entrepreneurs and travelling public.

In order to maintain the objectivity of evaluating and prioritizing the proposed activities and removing any possible undesirable external influences, this list does not include a list of members of the working group.

1.4.3 Assessment of the current state of mobility results (questionnaire survey)

Based on the composition of the questionnaire - the two main evaluation sections, the following evaluation is also divided into two parts:

- processes
- action fields

1.4.3.1 Results of the processes

The scores achieved for each process in percent are displayed using a spider diagram on Fig. 24. In the area of processes, the evaluated area received 50 of the possible 104 points, which is 48%.

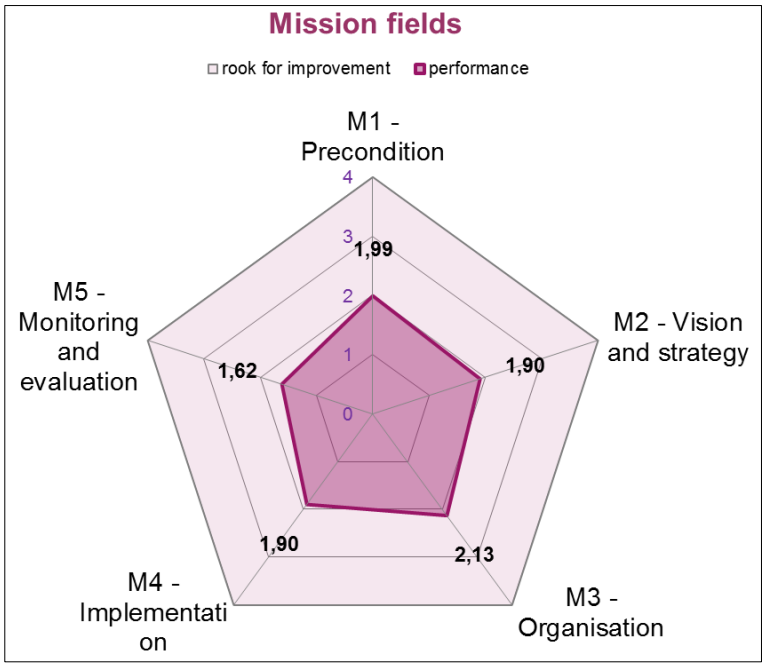


Fig. 24: Overall results of the processes

Among the evaluated processes, the internal cooperation indicator (60% score) was assessed the most positively. It assesses the state of co-operation between various levels of government and sustainable mobility planning departments. The area of the organization reached the highest score (53%).

Among the evaluated processes, the SMART indicator reached the smallest score, while the monitoring and evaluation area (40%) reached the lowest score among the 5 rated process areas. The greatest progress in the state of sustainable transport can therefore be achieved by proposing actions to assess the impacts of measures already implemented or further proposed. At the same time, however, it should be noted that the KSR does not currently

have a sustainable mobility plan, and therefore no set of measures for the given area, which could be assessed at present.

1.4.3.2 Results of the activity fields

In the second part of the evaluation, respondents commented on individual mobility activities in the target territory. The activity questionnaire consisted of 71 questions that mapped the situation in eight different areas. The scores achieved for each activity field in percent are shown using the web diagram on Fig. 8

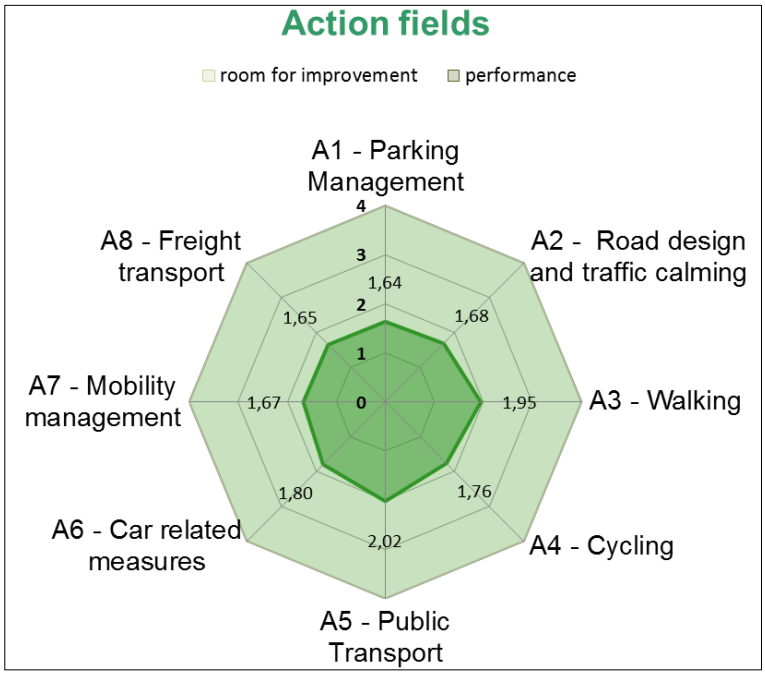


Fig. 25: Overall results of the activity fields

This evaluation has enabled the analysis of strengths and weaknesses in current planning, policy and implementation of mobility measures. The region received 127 of the possible 276 points, representing 46%.

1.5 SWOT analysis

Based on the analysis carried out in this document as well as the Overview of the State of the Art Analysis of Transport Systems, SWOT analysis of these systems was processed. The SWOT analysis defines success factors in the implementation and realisation of transport systems for sustainable mobility in tourism, as well as the relevant framework conditions (legal, financial, etc.).

Tab. 1 SWOT analysis of the transport in tourism

Strengths	Weaknesses
- Partnership of Destination Management Organisation Slovenský raj & Spiš /DMO/ + KSR + EUROBUS + villages. - Existence of taxi-services in Spišská Nová Ves and Dobšiná. - Introducing shuttle buses as part of public shuttle services (ski bus and summer bus); 4 year experience in operating buses. - Close location of international airports in Poprad and Košice. - Wide network of local communications. - Significant railway line Žilina - Košice (see corridor). - Favourable distance from bigger Slovak cities (Košice 240 thous. citizens, Prešov 89 thous., Poprad 51 thous., Spišská Nová Ves 38 thous. citizens). - Near highway connections from north. - Villages - centres of entrance are relatively well-proportioned and connected with roads around and from inside, there is a transport connection of several transport modes. - Built up network of park and ride parking places. - Dense network of cycling routes in the destination with connection to cycling routes leading to wide vicinity.	- Insufficient road infrastructure, insufficient marketing communication and information transport system (absent info's at the highway D1). - Insufficient communication and cooperation of the entities responsible for development of transport and mobility. - Absence of possibilities to transport bicycles in coaches. - Absence of railway connections SNV – Levoča, and connection of North – South in the territory of Slovenský raj. - Absence of connection of the local buses with the trains. - Need of strengthening the cooperation and communication with the public transport operators (KSR, PSR, BSR). - Lack of shuttle bus connection at weekends and holidays. - Weak infrastructure of cycling traffic. - Long duration of transport connections to southern parts of Slovenský raj. - Excessive load of parking places on days of high number of visitors. - Low line speed on the rail road ŽSR 173 : Červená Skala – Margecany
Opportunities	**Threats**
- Creation of unified tickets within ITS. - Implementation of regional cards (applying also in transport). - Founding a central dispatching ITS. - Synchronized Train - Bus transport. - Starting the operation of steam locomotives on route Telgárt - Červená skala. - Development of integrated transport in the territory of KSR.	- Unsuccessful initiative of legislative changes concerning mobility. - Railway transport directively limited from the state (Slovak Railway Company/ŽSSK). - Complicated conditions of mountainous terrain during the reconstructions of roads. - Insufficient financial means for renewal and development of transport infrastructure. - Complicated property settlement of the lands needed for the development of the transport infrastructure.

- Renewal of railway traffic Spišská Nová Ves - Levoča (as alternative form of transport). - Using the Kopanecká road for transport connection North and South of Slov. raj (as alternative form of transport). - Extending the Ski bus and Summer bus traffic as a part of public traffic, or as a combination of public and private transport. - Change in behaviour of transport companies in relation to the passengers (willingness to help, advice).	- Constantly increasing motorisation rate in the SR and tourists origin countries.

2 Policy context

2.1 Policy instrument addressed

The Action Plan aims to impact:

■ Investment for Growth and Jobs programme

☐ European Territorial Cooperation programme

☐ Other regional development policy instrument

Name of the policy instrument addressed: Integrated Regional Operational Programme 2014 - 2020

2.2 Policy instrument objectives for the Košice region

The sources of funding for sustainable mobility in the Slovak Republic and the Košice Self-Governing Region are mainly European Structural and Investment Funds. This support is possible mainly via **Integrated Regional Operational Programme**. IROP is the Slovak Republic's programme document for the programming period 2014 – 2020. Its global objective is to contribute to the promotion of the quality of life and to ensure sustainable provision of public services with impact on balanced and sustainable regional development, as well as economic, territorial and social cohesion of regions, cities and municipalities.

In consultation with the Kosice Self-governing Region, in particular with representatives of transport and tourism departments, it was agreed that the policy instrument could be influenced/improved by proposing measures or activities within the action plan of the project that are in line with the "Regional integrated territorial strategy (RITS)" - a document of specific activities planned in the Kosice Region that can only be supported by the IROP if they are stated there.

The Kosice Self-governing Region is responsible for the development of this strategy and therefore, if activities mentioned in the action plan of the project are corresponding with those in the strategy, they can receive funds; thereby the implementation of the Integrated Regional Operational Programme within the field of low-carbon economy through sustainable transport can be positively influenced.

The proposed self-defined performance indicator is monitored by the number of entities involved in the services of last mile: 40.

The activities proposed in this Action Plan are in accordance with the **Slovak Paradise Development Strategy, focusing on the development of tourism for the period 2015-2020** and the **Marketing Strategy of the Slovak Paradise**.

3 Proposed activities for action plan LAST MILE

Based on the analysis of the current state of sustainable mobility in Košice Self-governing Region, focusing on the area of the Slovak Paradise, examples of the good practice visited within the Last mile project and the mobility surveys carried out, 24 activities were adopted by the work group. These were later on evaluated in order of their priority for the action plan. The process of prioritization of individual activities is described in chapter 3.1 Evaluation of priority of proposed activities.

3.1 Evaluation of the priority of proposed activities

To evaluate the priority of each of the 24 proposed activities, the multi-criteria evaluation process described in the following text was applied.

3.1.1 Assessment criteria

For the purpose of multi-criteria analysis, criteria that take into account the objectives of transport sustainability and the financial cost of implementing individual activities were adopted. The criteria were selected by the members of the work team to take into account the regional context and the results of the assessment of the current state of mobility in the area. The following list sets out a list of criteria and their brief description in the order without specifying the weight of criterion:

1. **Increasing the share of trips in sustainable transport modes** (increasing the number of journeys by public transport or by bicycle and / or reducing the number of journeys by individual car traffic),
2. **Support for intermodality** (intermodal terminals, parking lots in the targeted area with public passenger transport stops or bicycle rentals, etc.),
3. **Increasing the number of visitors to the Slovak Paradise** (to increase the number of visitors in Slovak Paradise and also the number of overnight stays),
4. **Increasing the offer of sustainable transport modes in the area** (increasing the number of public passenger transport connections - especially in attractive times, increasing the number of places with the possibility to rent a bicycle…),
5. **Support for flexible transport systems** (introduction of shuttle buses, buses on demand, lines with interchangeable route maps, public bicycles, etc.),
6. **Improvement of the transport connection between the places of entry in the Slovak Paradise** (introduction of public passenger transport links connecting the entry places in the Slovak Paradise, shortening of the travel time between them, and building roads for their connection),
7. **Investment costs.**

Criteria no. 1-6 can be described as qualitative as they cannot be precisely quantified for most activities. Criterion no. 7 is a quantitative criterion since the estimated investment costs for individual activities are known or can be estimated and compared for each activity. The order in the list is random; it does not take into account the final preference of the criterion after the evaluation. The method used to determine the preference of the individual criteria is provided in the following text.

3.1.2 Assessment methodology

The weight of the individual criteria was matched by the use of the Saaty matrix. The procedure used is referred to as Saaty's analytical hierarchical process, which is commonly used in economics, industry, transport, and other areas where it is necessary to obtain qualified evidence in decision-making processes objectively. This method is called hierarchical because it provides a complex logical concept for a structured, step-by-step solution to the decision-making problem.

The pairing comparative method of Saaty matrix is based on a comparison of the degree of priority of the criteria and the level of fulfilment of the assumptions given. The peer expert evaluation was performed on the basis of the qualitative scale, the same - weak - medium - strong - very strong, with quantitative values {1, 3, 5, 7, 9} corresponding to this verbal expression.

The principle of determining the values of the Saaty matrix fields is based on the rule that if the criterion in the line is more significant than the criterion in the column, the quantifier or value of criterion preference in the row to the criterion/goal in the column is written in the appropriate field ij. In the case of opposite significance, i.e. if the element in the column is more significant than the element in the row, the inverted value of the selected preference is written to the field. At the same time, for the element fields below the main diagonal ji, the inverted value of the ij field applies. An example of a filled in matrix is in the following chart.

	3,44%	Increasing the share of trips in sustainable transport modes	Support for intermodality	Increasing the number of visitors to Slovak Paradise	Increasing the offer of sustainable transport modes in the area	Support for flexible transport systems	Improvement of the transport connection between the places of entry in the Slovak Paradise	Investment costs
Increasing the share of trips in sustainable transport modes		1	4	5	2	2	2	3
Support for intermodality		1/4	1	1	1/3	1/3	1/2	1
Increasing the number of visitors to Slovak Paradise		1/5	1	1	1/3	1/4	1/3	1
Increasing the offer of sustainable transport modes in the area		1/2	3	3	1	1/3	1/2	2
Support for flexible transport systems		1/2	3	4	3	1	3	3
Improvement of the transport connection between the places of entry		1/2	2	3	2	1/3	1	2
Investment costs		1/3	1	1	1/2	1/3	1/2	1

Fig. 26: Example of Saaty matrix

In order to increase the objectivity of the entire decision-making process, several evaluators were employed, which us to apply several individual expert estimates. The arithmetic mean (so all evaluators had the same weight) was used to adjust expert judgement. The resulting weights of the individual criteria are displayed in the following chart.

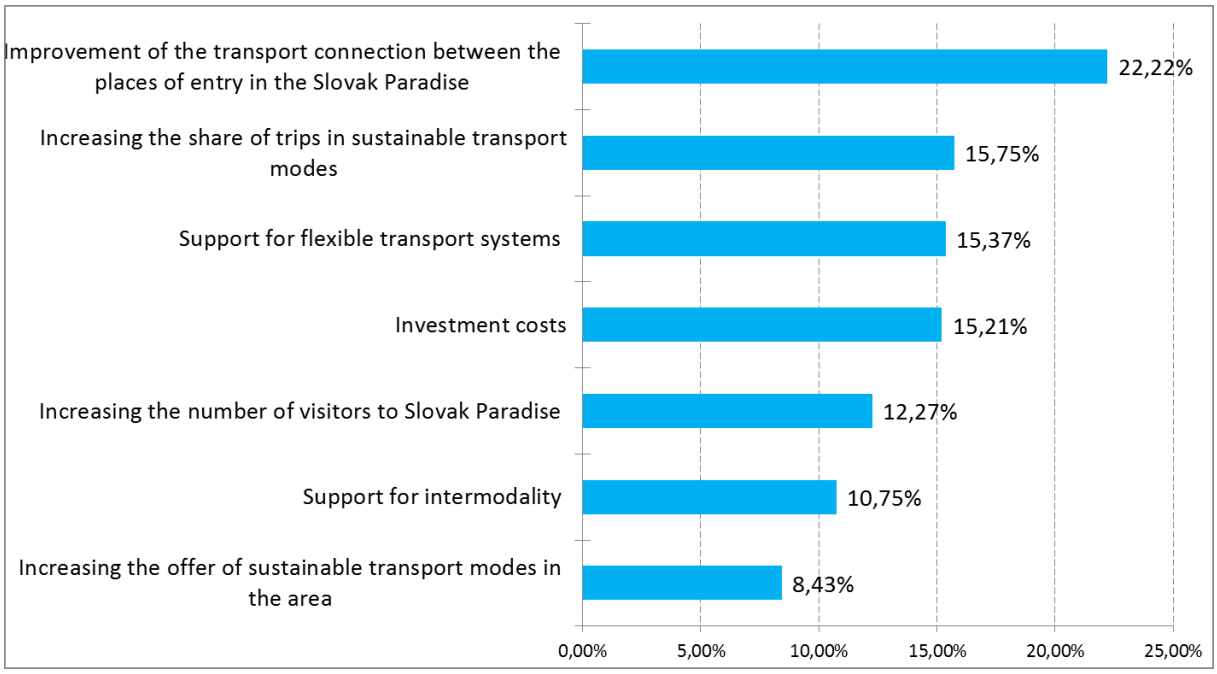


Fig. 27: Assessment criteria weights based on Saaty pairing comparison

The proposed activities were evaluated on a nominal scale in terms of these criteria / goals. The scale was divided for qualitative assessment criteria/goals into five levels, based on the expected impact of the activity on meeting the criterion. The highest double-point values in the qualitative assessment expressed the direct positive impact of the activity to achieve the goal, the one-point value was the indirect positive effect of the activity and the zero point value stood for the zero impact of the activity on the goal. Negative values display a negative impact on the achievement of targeted goal. The criteria that could be quantified in the evaluation were, on the basis of the possibility to compare each other with the point values of the qualitative criteria, evaluated on a scale interval <-2.2>. Value 2 represents the activity with the lowest costs and the value -2, on the other hand, the highest cost activity. The remaining values were set proportionally at a given interval.

3.2 Proposed activities

The described way of assessing the importance of the proposed activities for the Action Plan has made it possible to determine the ranking of activities on the basis of the point gain/values from the evaluation process and also to determine the priorities of each activity. For the implementation in this Action Plan, 5 high priority, 4 medium priority, and 1 low priority activities were selected to serve the monitoring and promotion of the Action Plan. The list of activities with the resulting point earnings can be found in the following table.

Tab. 2 Proposed activities in the order of priority

Nr.	Action	Resulting point earnings
1	Support for integration of the action plan activities into the list of RITS projects	1,73
2	Fast bus line Spišská Nová Ves – Podlesok - Kopanec – Stratená	1,64
3	Reconstruction of the road III/3227	1,51
4	Bike path *Ukraine* from Smižany to Podlesok	1,49
5	Reconstruction of cableway Dedinky - Geravy	1,45
6	Construction of intermodal PT terminals with information systems	1,44
7	Provide public transport vehicles with equipment for transporting bicycles and skis	1,27
8	Spatial plan of the Slovak Paradise area	1,24
9	Information system of the integrated transport system	1,23
10	Extend tourist counting by collecting information about their mobility behaviour	0,98

The individual activities are designed in the form of comprehensible tables (A4 sheets), which give the name of the measure and its brief description (justification), the organization responsible for the implementation of the activity, the period of implementation of the measure and the estimated investment costs with a potential source of funding. You can go to the activity description table by clicking the text activity in the table.

Estimated investment costs represent the costs that will be needed to spend to implement the activity until it is put into operation (e.g. construction works costs). This cost generally does not include the cost of organizing work teams meetings or promoting activities, except for activities aimed directly at promoting sustainable and flexible modes of transport. In so-called *soft activities* are included mainly costs of producing promotional materials, volunteer bonuses, etc. Low priority activities were not included in the list of activities, exclusive of 16, which will be used to monitor and promote the Action Plan and sustainable mobility in the area.

The selected activities were divided into six of the seven recommended areas on the basis of project requirements. However, activities with no direct impact on any of these areas may indirectly contribute to the achievement of the project goals for these areas.

3.2.1 Actions related to the regional policy instrument addressed

Action 1: Support for integration of the action plan activities into the list of RITS projects

Background:

There are no examples of flexible or demand-responsive transport systems in Košice Region. Tourists usually use their cars to get from their homes to selected tourism areas – if there is no other option. One of the means to promote sustainable mobility is the Integrated Regional Operational Program 2014-2020. RITS is a list of projects that can be supported by the IROP. For more information see 1.3.2 Regional legislation.

Action:

Based on the findings of the Synopsis of National and regional framework conditions and barriers of flexible transport within the LAST MILE project and workshops and meetings of the working group the need for expansion of Regional integrated territorial strategy (RITS) projects´ list in Košice Self-governing Region was identified. Therefore, the main goal of the Action Plan addressed to the regional policy change and formation is the adjustment and complementation of the RITS. RITS is a base strategic document for implementation Integrated territorial investment on a regional level with an impact on a local level. RITS represents a binding plan of the planned activities for Integrated Regional Operational Programme 2014 – 2020 (IROP) in Košice Self-governing Region. It defines particular planned actions emphasising integrated approach for the development of the area.

The activity will consist of meeting with stakeholders and the members of Partnership council for Regional integrated territorial strategy (RITS) aimed at discussing the possibilities of incorporating the activities proposed in this Action plan into the IROP project pipeline as the proposed projects can only be supported by the IROP if they are stated there.

Responsible player: Agency for the support of regional development Košice

Players to be involved: Partnership council for RITS, Košice Self-governing Region

Timeframe for realization: 2018 - 2019

Costs: No significant costs expected

Funding sources: No significant costs expected

Specific performance indicator:

Incorporation of at least 2 activities proposed in this Action plan into the IROP project pipeline

Number of entities involved in the services of last mile: 40

Monitoring method:

Since it is not possible to predict the decision of Partnership council for RITS on the extension of the list of projects in advance, the number of stakeholders involved in the preparation of strategic transport documents in the region was determined as an indicator of policy support activities. Broad acceptance of flexible transport systems and sustainable forms of transport among stakeholders and their representatives, who submit and approve proposals for new project intentions within the council, will increase the chance of extending the list and implementing the action plan.

Action 1	Support for integration of the action plan activities into the list of RITS projects
Responsible player	Agency for the support of regional development Košice
Players to be involved	Partnership council for RITS, Košice Self-governing Region
Realization timeframe	2018 - 2019
Estimated costs	-
Financing options	-
Estimated impact of action and contribution to overall objective	Improve regional policies and create clear framework conditions for sustainable, flexible transport forms.
Activity description	The activity consists of meetings with stakeholders and the members of Partnership council for Regional integrated territorial strategy (RITS) aimed at discussing the possibilities of incorporating the activities proposed in this Action plan into the IROP project pipeline as the proposed projects can only be supported by the IROP if they are stated there.
Mutual reaction / interdependencies with action	Actions 4, 5, 6, 7, 9
Indicator for monitoring	Number of RAP actions incorporated in the IROP project pipeline Number of entities involved in the services of last mile
Priority of action 1	High

3.2.2 Actions related to organizational structures

Action 6: Construction of intermodal PT terminals with information system

Background:

The attractiveness of bus transport has been decreasing in recent years in the Slovak Republic and the KSR as well. It is apparent in transport outputs in 1.2.1.2 Bus transport. The construction and technical condition of the bus stations is evaluated in the extended Slovak version of the action plan in chapter 1.2.2.1 Stops and public passenger transport stations. In general, it is possible to say that the bus stations and stops in the vicinity of the Slovak Paradise were built before 1989 and there have been no major reconstructions or modernizations since. There is no integrated transport system in the region. The idea of making the public bus stations more attractive to people through their reconstruction and modernisation was inspired by the exchange of experience in partners´ regions. During presentation of a dial-a-bus system "Flexibus" in Mersch, Luxemburg during our 4th exchange of experience we could see attractive and modern train and bus station equipped with bike racks or lockable parking places for bicycles. The inspiration came also from the first exchange of experience in Austria from Bischofshofen station on the way from Vienna to Lienz in East Tyrol with a Study Visit to Werfenweng on the half way. At the Bischofshofen station we could see the information board on how to use the Werfenweng shuttle to the village of Werfenweng and even experience it. The one of the conclusions of good practice evaluation also states: Full integration of advanced technologies and modern trends can help in providing information and attract more visitors. This will bring economic and social benefits for local communities.

Action:

In this activity, the completion of the platforms, their roofing, the information and camera system and the parking areas for passenger cars will be realized. Bicycle racks stands for buses, which start and finish their line in the terminal, will be added. Six exit boards and two central boards will be added to the newly built exit platforms where all departures and arrivals of each bus connection will be published. Information boards also enable passengers to be informed about other transport options in the territory on flexible transport systems.

Responsible player: ARRIVA Michalovce a.s.

Players to be involved: Košice Self-governing Region

Timeframe for realization: beginning unknown - ends 12/2020

Costs: approx. 1 mil. €

Funding sources: IROP + 10% own resources (ARRIVA Michalovce a.s.)

Indicator for monitoring: Number of new and reconstructed terminals

Action 6	Construction of intermodal PT terminals with information system
Responsible player	ARRIVA Michalovce a.s.
Players to be involved	Košice Self-governing Region
Realization timeframe	Beginning unknown - Ends 12/2020
Estimated costs	approx. 1 mil. €
Financing options	IROP + 10% own resources (ARRIVA Michalovce a.s.)
Estimated impact of action and contribution to overall objective	Increase of the number of multimodal/flexible public transport users.
Activity description	Planned activities: building of platforms, their roofing, information and camera system and parking areas for passenger cars, bicycle stands and buses starting and ending bus connections at the terminal. Six exit boards and two central boards will be added to the newly built exit platforms where all departures and arrivals of each bus connection will be published.
Mutual reaction / interdependencies with action	Actions 7, 9
Indicator for monitoring	Number of new and reconstructed terminals
Priority of action 6	High

Action 8: Spatial plan of the Slovak Paradise area

Background:

The municipalities in the territory of the Slovak Paradise currently do not sufficiently communicate with each other about the transport planning. Spatial plans manage the planning only individually, and while respecting the Spatial plan of the KSR from 1998 (supplemented in 2017), they do not sufficiently respond to the demand of tourists, locals or the transport situation in the surrounding villages. The idea for proposal of a Common Spatial Plan for the area of Slovak Paradise has been taken over from the Polish partner who is improving the Spatial Management Plan of Westpomeranian Voivodeship within the LAST MILE project. The Common Spatial Plan must be in line with the regional plan of the region and should be the basis for the creation and updating of the territorial plans of the cities and municipalities in the given territory.

Action:

The existence of the Slovak Paradise National Park requires joint planning of several towns and municipalities for areas of territorial development, transport, etc. The spatial plan shall establish the principles and regulations of the settlement structure, the spatial arrangement and the functional use of the territory concerned in terms of its sustainable development, the principles and regulations of the organization of public transport and technical equipment and, among other things, public works. In the process of creating this document, it will also be possible to follow up the Sustainable Mobility Plan of the self-governing region.

Responsible player: Košice Self-governing Region

Players to be involved: Destination Management Organisation Slovenský raj & Spiš, local authorities

Timeframe for realization: 11/2019 – 4/2021

Costs: approx. 70 000 €

Funding sources: Budget of Košice Self-governing Region

Indicator for monitoring: Number of spatial plans and sustainable mobility plans

Action 8	Spatial plan of the Slovak Paradise area
Responsible player	Košice Self-governing Region
Players to be involved	Destination Management Organisation Slovenský raj & Spiš, local authorities
Realization timeframe	11/2019 – 4/2021
Estimated costs	approx. 70 000 €
Financing options	Budget of Košice Self-governing Region
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Improve regional policies and create clear framework conditions for sustainable, flexible transport forms.
Activity description	The existence of the Slovak Paradise National Park requires joint planning of several towns and municipalities for areas of territorial development, transport, etc. The Common Spatial Plan must be in line with the regional plan of the region and should be the basis for the creation and updating of the territorial plans of the cities and municipalities in the given territory. The spatial plan shall establish the principles and regulations of the settlement structure, the spatial arrangement and the functional use of the territory concerned in terms of its sustainable development, the principles and regulations of the organization of public transport and technical equipment and, among other things, public works.
Mutual reaction / interdependencies with action	Actions 1, 3, 4, 5, 6
Indicator for monitoring	Number of spatial plans and sustainable mobility plans
Priority of action 8	Medium

Action 9: Information system of the integrated transport system

Background:

At present, there are two major public transport carriers in the Košice region. Some of their vehicles are equipped with a vehicle position monitoring system. The public can find the information on the current location through the mobile application for phones, but bus stations are not equipped with a public Internet connection, and passengers without a smartphone have no other access to up-to-date information. One of the current situation solutions according to the Synopsis of the National and regional framework conditions and barriers of flexible transport is "to integrate elements of the flexible transport into a coordinated transport system providing complex transport services that will ensure the economical use of public resources, and in the best case scenario it will also provide a unified and integrated tariff and information system." The idea of improving the information system of public bus transport comes from the exchange of experience in partners´ regions. During the common ride by bus from Esch-sur-Sûre to Mersch and by train from Mersch to Clervaux, Luxemburg during our 4th exchange of experience we could see attractive and modern bus and train stations equipped with information boards at the stations and in the buses and trains. The inspiration came also from the first exchange of experience in Austria from Bischofshofen station on the way from Vienna to Lienz in East Tyrol with a Study Visit to Werfenweng on the half way. At the Bischofshofen station we could see the information board on how to use the Werfenweng shuttle to the village of Werfenweng and even experienced it. Also one of the conclusions of good practice evaluation also states: Full integration of advanced technologies and modern trends can help in providing information and attract more visitors. This will bring economic and social benefits for local communities.

Action:

The introduction of a new tariff-information system for the integrated transport system will increase the attractiveness of public transport among passengers and should also attract new users. Information on the current position of public transport vehicles will support the introduction of flexible transport systems. The activity will consist of the following activities:

1. Renewal of technical equipment - on-board computers, printers, personification workplace
2. Information systems in buses for suburban and urban public transport - external boards, indoor boards, cameras, Wi-Fi, detectors for the blind, information display
3. Travel ticket control – bus conductor terminals
4. Application software

The introduction of new information systems is also one of the recommendations of the Synopsis to increase Promotion and publicity. The examples of activities aimed at raising passengers' awareness were presented by the project partners from Varna (Varna Integrated Urban Transport), Szczecin (Szczecin's Central Public Transport Management System) and Catalonia (Lleida-La Pobla de Segur line). Austrian def Mobil is another example of the future FTS integration into the public transport system which will be able to start implementation after legal changes or amendments.

Responsible player: eurobus, a.s. and ARRIVA, a.s.

Players to be involved: Košice Self-governing Region

Timeframe for realization: 1/2018 (delayed) - 12/2020

Costs: Approximately 5 mil. €

Funding sources: IROP + 10% own resources (eurobus, a.s. and ARRIVA, a.s.)

Indicator for monitoring: Number of new information systems

Action 9	Information system of the integrated transport system
Responsible player	eurobus, a.s. and ARRIVA, a.s.
Players to be involved	Košice Self-governing Region
Realization timeframe	1/2018 (delayed) - 12/2020
Estimated costs	Approximately 5 mil. €
Financing options	IROP + 10% own resources (eurobus, a.s. and ARRIVA, a.s.)
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Increase of the number of multimodal/flexible public transport users.
Activity description	1. Renewal of technical equipment - on-board computers, printers, personification workplace 2. Information systems in buses for suburban and urban public transport - external boards, indoor boards, cameras, Wi-Fi, detectors for the blind, information display 3. Travel ticket control – bus conductor terminals 4. Application software
Mutual reaction / interdependencies with action	Actions 6, 7, 8
Indicator for monitoring	Number of new information systems
Priority of action 9	Medium

Action 10: Extend tourist counting by collecting information about their mobility behaviour

Background:

In the territory of the Slovak Republic and the Košice Self-Governing Region, a system of data collection on mobility behaviour of the population by means of traffic-sociological surveys or by tourist's feedback surveys has not yet been established. You can find the results of the surveys for the area here 1.1.4.2 Modal split. The administration of National Park of Slovak Paradise is the board concerned in systematic data collection in regular tourist census. The activity is based on the best practice visited in Spain. In 1995 the National Park Aigüestortes and Estany de Sant Maurici and the Lleida Province Administration prohibited access of private cars into the National park. This was related to the annually increasing number of tourists in this area, and thus the number of private cars and the growing problem of congestion on the access roads to the park. Systematic data collection transport mode for arrival could lead to future decions on introduction of flexible transport solutions within the area of Slovak Paradise National Park.

Action:

Completion of the census form for tourist census in the Slovak Paradise by adding the question of the used transport mode for arrival in the Slovak Paradise. By realizing this activity we should be able to monitor the impacts of most of the proposed actions on mobility behaviour of the national park visitors. By adding one question that asks for information about the used transport mode, we can find out the modal split among the tourists. This activity should not increase the financial costs of the census and only slightly increase the time of the survey.

Responsible player: The administration of National Park of Slovak paradise

Players to be involved: Agency for the support of regional development Košice, Destination Management Organisation Slovenský raj & Spiš

Timeframe for realization: Change of the questionnaire till 12/2018, application of the new questionnaire from 1/2019

Costs: No significant costs expected

Funding sources: Budget of the administration of National Park of Slovak paradise

Indicator for monitoring: Number of surveys

Action 10	Extend tourist counting by collecting information about their mobility behaviour
Responsible player	The administration of National Park of Slovak paradise
Players to be involved	Agency for the support of regional development Košice, Destination Management Organisation Slovenský raj & Spiš
Realization timeframe	Change of the questionnaire till 12/2018, application of the new questionnaire from 1/2019
Estimated costs	-
Financing options	Budget of the administration of National Park of Slovak paradise
Estimated impact of action and contribution to overall objective	Enhance the data collection of visitors' information in Slovak Paradise and the possibility of evaluating the activities. Concrete measures shall be elaborated in line with the regional structural funds programme.
Activity description	By realizing this activity we should be able to monitor the impacts of most of the proposed actions on mobility behaviour of the national park visitors. By adding one question that asks for information about the used transport mode, we can find out the modal split among the tourists. This activity should not increase the financial costs of the counting and only slightly increase the duration of the survey.
Mutual reaction / interdependencies with action	All other actions - this activity will be used for monitoring
Indicator for monitoring	Number of surveys
Priority of action 10	Low

3.2.3 Actions related to the concrete implementation of sustainable flexible mobility offers

Action 2: Fast bus line Spišská Nová Ves – Podlesok - Kopanec – Stratená

Background:

In the past, mostly roads I / 66 and II / 533 were used for the connection of the northern and southern part of the Slovak Paradise by bus as well. However, these roads represent time delays compared to the reconstructed road III / 3227 described in Action 5. The existing bus lines make use of all bus stops along the route, causing further delays. The network of existing bus stops is depicted on Fig. 11: Theoretical isochrons of the accessibility of the existing bus stops. This action is based on the example of good practice presented in the LAST MILE project in Varna. The proposed bus line in Slovak Paradise will, as the Bulgarian example, have fewer bus stops (Bulgarian regular bus line has about 50 stops) and will also be running only during the highest tourist season. The key features that were decisive for adoption of this concept are that the fast bus has proven attractive for tourists and could be widely accepted by local private entrepreneurs like owners of guesthouses or bike rentals in Slovak Paradise.

Action:

The bus line should be accelerated - only stops at SNV, Podlesok, Kopanec and Stratena will be marked as permanent stops. The remaining stops (such as Spišský Štvrtok, Hrabušice, Hrabušice-Píla) will be on demand which will shorten the travel time between the starting point and the finish stop. This direct line (without the need to change in Poprad or Dobšiná) reduces the travel time between SNV and Stratená by approximately half, from more than 2 hours to approximately 55 minutes. During the pilot traffic service, the traffic counting will be conducted on the Kopanecká Road, which should demonstrate the importance of implementing additional activities to increase the preference of sustainable modes of transport in the area.

Introduction of a faster bus connection through Kopanecka road - only permanent stops are at Spišská Nová Ves, Podlesok, Kopanec and Stratená, the remaining stops will be on demand - will shorten the travel time between the starting point and the end stop from more than 2 hours to about 55 minutes. This line should include the possibility of transporting bicycles on a bike trailer. Purchase of the trailer with adjustable drawbars within the approved LAST MILE pilot action will make it possible to use it with different types of buses and possibly also with other transport providers in the long run.

Responsible player: eurobus, a.s.

Players to be involved: Agency for the support of regional development Košice, Destination Management Organisation Slovenský raj & Spiš

Timeframe for realization: 1.7.-2.9.2019

Costs: 1 bike trailer for 22 bikes: price around 3 700 €, montage of 4 markers: 1 300 €, traffic counting during the test phase: 750 €, promotion: 2 000 € - all these expenditure will be financed within the approved LAST MILE pilot action

Funding sources: Other necessary costs will be funded from the budget of eurobus, a.s.

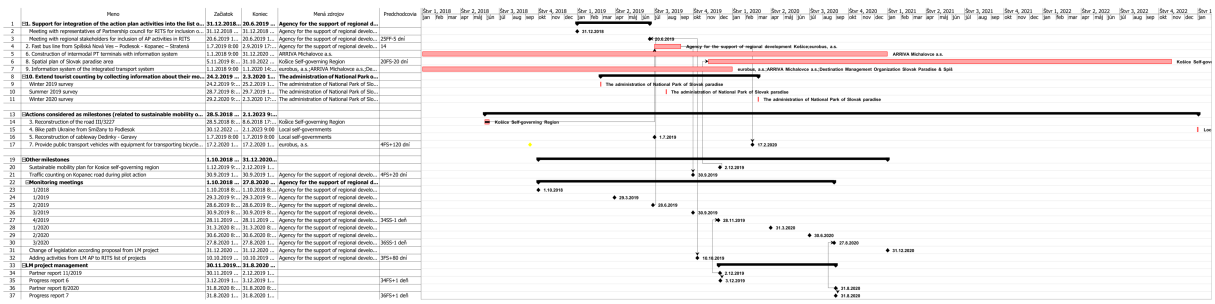
Indicator for monitoring: Number of passengers

Action 2	Fast bus line Spišská Nová Ves – Podlesok - Kopanec – Stratená
Responsible player	eurobus, a.s.
Players to be involved	Agency for the support of regional development Košice, Destination Management Organisation Slovenský raj & Spiš
Realization timeframe	1.7.-2.9.2019
Estimated costs	1 bike trailer for 22 bikes: price around 3 700 €, montage of 4 markers: 1 300 €, traffic counting during the test phase: 750 €, promotion: 2 000 € - all these expenditure will be financed within the approved LAST MILE pilot activity
Financing options	Other necessary costs will be funded from the budget of eurobus, a.s.
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Increase of the number of multimodal/flexible public transport users. Exchange of policies and best practices in the field of sustainable mobility.
Activity description	Introduction of a faster bus connection through Kopanecka road - only permanent stops are at Spišská Nová Ves, Podlesok, Kopanec and Stratená, the remaining stops will be on demand - will shorten the travel time between the starting point and the end stop from more than 2 hours to about 55 minutes. This line should include the possibility of transporting bicycles on a bike trailer. Purchase of the trailer with adjustable drawbars will make it possible to use it with different types of buses and possibly also with other transport providers in the long run. During the pilot traffic service, the traffic counting will be conducted on the Kopanecká Road, which should demonstrate the importance of implementing additional activities to increase the preference of sustainable modes of transport in the area.
Mutual reaction / interdependencies with	Actions 1, 3, 7, 9

action	
Indicator for monitoring	Number of passengers
Priority of action 2	High

3.3 Timetable for the implementation of the proposed activities

The final part of the action plan will be the timetable itself. The timetable will be compiled in the form of a Gantt chart showing in a graphical form the individual activities of the action plan (ordered by priority) and the organization responsible for their implementation as well as the dates for the start and end (completion) of the implementation of the individual activities and the duration of their implementation.



	Meno	Začiatok	Koniec	Mená zdrojov	Predchádzajúce
1	**3. Support for integration of the action plan activities into the list o...**	**31.12.2018...**	**20.6.2019 ...**	**Agency for the support of regional d...**	
2	Meeting with representatives of Partnership council for RITS for inclusion o...	31.12.2018 ...	31.12.2018 ...	Agency for the support of regional develo...	
3	Meeting with regional stakeholders for inclusion of AP activities in RITS	20.6.2019 1...	20.6.2019 1...	Agency for the support of regional develo...	29FS-5 dní
4	2. Fast bus line from Spišská Nová Ves – Podlesok – Kopanec – Stratená	1.7.2019 8:00	2.9.2019 17:...	Agency for the support of regional develo...	14
5	6. Construction of intermodal PT terminals with information system	1.1.2018 9:00	31.12.2020 ...	ARRIVA Michalovce a.s.	
6	8. Spatial plan of Slovak paradise area	5.11.2019 8:...	31.10.2022 ...	Košice Self-governing Region	20FS-20 dní
7	9. Information system of the integrated transport system	1.1.2018 9:00	1.1.2020 16:...	eurobus, a.s.;ARRIVA Michalovce a.s.;Dic...	
8	**10. Extend tourist counting by collecting information about their mo...**	**24.2.2019 ...**	**2.3.2020 1...**	**The administration of National Park o...**	
9	Winter 2019 survey	24.2.2019 9:...	25.2.2019 1...	The administration of National Park of Slo...	
10	Summer 2019 survey	28.7.2019 8:...	29.7.2019 1...	The administration of National Park of Slo...	
11	Winter 2020 survey	29.2.2020 9:...	2.3.2020 17:...	The administration of National Park of Slo...	
13	**Actions considered as milestones (related to sustainable mobility o...**	**28.5.2018 ...**	**2.1.2023 9:...**		
14	3. Reconstruction of the road III/3227	28.5.2018 8:...	8.6.2018 17:...	Košice Self-governing Region	
15	4. Bike path Ukraine from Snežany to Podlesok	30.12.2022 ...	2.1.2023 9:00	Local self-governments	
16	5. Reconstruction of cableway Dedinky - Geravy	1.7.2019 8:00	1.7.2019 8:00	Local self-governments	
17	7. Provide public transport vehicles with equipment for transporting bicycle...	17.2.2020 1...	17.2.2020 1...	eurobus, a.s.	4FS+120 dní
19	**Other milestones**	**1.10.2018 ...**	**31.12.2020...**		
20	Sustainable mobility plan for Košice self-governing region	1.12.2019 9:...	2.12.2019 1...		
21	Traffic counting on Kopanec road during pilot action	30.9.2019 1...	30.9.2019 1...	Agency for the support of regional develo...	4FS+28 dní
22	**Monitoring meetings**	**1.10.2018 ...**	**27.8.2020 ...**	**Agency for the support of regional d...**	
23	1/2018	1.10.2018 8:...	1.10.2018 8:...	Agency for the support of regional develo...	
24	1/2019	29.3.2019 9:...	29.3.2019 9:...	Agency for the support of regional develo...	
25	2/2019	28.6.2019 8:...	28.6.2019 8:...	Agency for the support of regional develo...	
26	3/2019	30.9.2019 8:...	30.9.2019 8:...	Agency for the support of regional develo...	
27	4/2019	28.11.2019 ...	28.11.2019 ...	Agency for the support of regional develo...	34SS-1 deň
28	1/2020	31.3.2020 8:...	31.3.2020 8:...	Agency for the support of regional develo...	
29	2/2020	30.6.2020 8:...	30.6.2020 8:...	Agency for the support of regional develo...	
30	3/2020	27.8.2020 1...	27.8.2020 1...	Agency for the support of regional develo...	36SS-1 deň
31	Change of legislation according proposal from LM project	31.12.2020 ...	31.12.2020 ...	Agency for the support of regional develo...	
32	Adding activities from LM AP to RITS list of projects	10.10.2019 ...	10.10.2019 ...	Agency for the support of regional develo...	3FS+80 dní
33	**LM project management**	**30.11.2018...**	**31.8.2020 ...**		
34	Partner report 11/2019	30.11.2019 ...	2.12.2019 1...		
35	Progress report 6	3.12.2019 1...	3.12.2019 1...		34FS+1 deň
36	Partner report 8/2020	31.8.2020 8:...	31.8.2020 8:...		
37	Progress report 7	31.8.2020 1...	31.8.2020 1...		36FS+1 deň

Fig. 28: Implementation timetable for proposed activities in the form of Gantt chart

The timetable for the implementation of the proposed activities in a greater detail can be found in Annex 2 of this document.

4 Monitoring system for the action plan implementation

For the purposes of monitoring this action plan, a regional monitoring system will be established (under the guidelines for the establishment of regional action plans).

4.1 Regional monitoring system

In order to increase the sustainability of the action plan, a regional monitoring system will be established in each of the participating regions. The monitoring will take place during the second phase of the LAST MILE project, but with longer-lasting activities, it should take place after the end/completion of the project. The indicators for monitoring individual activities are summarized in the following table.

Tab. 3 Monitoring indicators of the activities

Action	Indicator	Time	Method
1	Number of meetings with stakeholders on regional and national level	Ex post	Attendance lists
1	Number of entities involved in the services of last mile	Ex post	
1	Number of RAP actions incorporated in the IROP project pipeline	Ex post	Monitoring of RITS
2	Number of passengers	Ex post	Evidence of sold tickets
3, 5	Length of reconstructed infrastructure	Ex post	Final building approval
4	Length of new infrastructure	Ex post	
6	Number of new and reconstructed terminals	Ex post	
7	Number of modernized buses	Ex post	Monitoring by the operator
8	Number of spatial plans including sustainable mobility plans	Ex post	Publication of the plan
9	Number of new information systems	Ex post	Final service inspection
10	Number of surveys	Ex post	Onsite monitoring

The target values of the indicators were also set in the action plan. A set of indicators, target and current values, is shown in the following table. The target values of the indicators for passenger numbers are set as predicted annual values.

Tab. 4 Set of indicators with their target values

Action	Indicator	Target value	Actual Value
1	Number of meetings with stakeholders on regional and national level	3	0

1	Number of entities involved in the services of last mile*	40	0
1	Incorporation of proposed activities into the IROP project pipeline	2	0,5
2	Number of passengers	960 p/year**	0
3	Length of reconstructed infrastructure	8 km	
4	Length of new infrastructure	0,0 km (2020) 12,6 km (2022)	0
5	Length of reconstructed infrastructure	1,9 km	0
6	Number of new and reconstructed terminals	1	0
7	Number of modernized buses	2	0
8	Number of spatial plans including sustainable mobility plans	1	0
9	Number of new information systems	1	0
10	Number of surveys	2 surveys/year	0

* Specific performance indicator

** The bus line will operate during summer only

Monitoring will be executed through personal meetings of Agency for the support of regional development Košice (ASRD) staff and representatives of the organizations responsible for implementing the activities and other interested organizations. Meetings will be organized 4 times a year. The representatives of organizations implementing activities during the reference period (quarter) will be invited to the meetings primarily, or those who have already carried out the activities and will make the results / values available to determine the state of fulfilment of the indicators monitored.

The meeting dates are quoted in the LAST MILE action plan schedule Annex 2 and precede the meetings of project partners and submission of progress reports. The time interconnections of these meetings are illustrated in the Gantt chart.

Result indicators

Tab. 5 Set of result indicators and their target values

Indicator	Target value	Actual Value
The amount (EUR) of the Structural Funds (growth and jobs and / or European territorial cooperation goal) affected by the project in the field addressed by the project	3 530 000,00 €	0

The amount (EUR) of other funds affected by the project in the field addressed by the project	- €	0
The number of LAST MILE stakeholders	40	0

Contribution to the project objectives

The Action Plan and the activities proposed in it should also serve the goals of the LAST MILE project. Their specific contribution to achieving the desired final values is summarized in the following table.

Tab. 6 Set of goals and their LAST MILE project target values

Project objectives	Target value	Contribution	In the framework of the activity
Change mode choice in tourism and recreational related traffic from car to sustainable transport modes	by 5% by 2020 (based on 2015)	0	1, 2, 4, 6, 7
Enlarge catchment area in public transport measured from the capital of the region in travel time (60/120 min) through the implementation of FTS	by 10% by 2020	1,8% (Košice)	2
		6,8% (Spišská Nová Ves)	2, 3
Create new green jobs	100 (in total for LAST MILE) by 2020	0,5*	2
		3	5
Higher costs recovery quota of public transport services	on average by 10%	0	
Increase of the number of multimodal/flexible public transport users (no. of passengers)	+25.000 p.a. / region	960 passengers (in 2019)	2

* Part-time - 2 days/week

Further specification of methods used to achieve the final values for individual goals are in the text below.

Change in the mode choice of tourists

According to the Transport Model of the SR, during the period under review, the rate of automobilisation in the KSR should increase from about 310 cars/thous. inhabitants (2015) to 360 cars/thous. inhab. (2020), and the individual car transport share in transport work should increase by 6,6% - 8% by 2030, with a drop in the PT share of approx. 3%. Based on these transport models, it is not possible to predict an increase in the share of journeys in sustainable transport modes in the national park territory. The implemented activities will increase the number of journeys made by sustainable transport modes, but according to the Transport Model of the SR the increase in the number of individual car transport journeys will raise and thus the total share of sustainable forms of transport will not increase.

Enlargement of the catchment area by public transport

The catchment area for public transport was designated for the cities of Košice and Spišská Nová Ves, as the city that is the source of the latest visitors' trips to the Slovak Paradise coming by public transport. For calculating the size of the catchment area, the average waiting time for the route connection was not considered - for the southern part of the Slovak Paradise it is actually longer than the travel time.

The catchment area of the city of Košice by public transport within 60 minutes will be extended implementing the activities of this action plan by adding approximately 44 km^2, an increase of 1.8%. The originally considered catchment area has an area of 2 512 km^2 and extends to the territory of Hungary.

The catchment area of the city of Spišská Nová Ves will be extended implementing the activities of this action plan by adding approximately 105,1 km^2, which represents more than half of the territory of the National Park (194 km^2). In percentage terms, the extension of the catchment area is 6.8%, while the further extension of the catchment area can be more or less only outside the territory of the NP SP.

Creating new „green“ job opportunities

The highest number of newly created jobs can be anticipated in the activity the "Reconstruction of the Dedinky - Geravy cableway", which will create new jobs for the cableway operators. Other jobs will also be created by implementing a pilot activity. The remaining activities will create new job opportunities during preparation or construction, and indirectly during the implementation of activities.

Higher costs recovery quota of public transport services

On the basis of the available transport models, it is not possible to expect the increase to the number of passengers transported, occupancy of connections in the KSR. To maintain the transport service of the area, the amount of subsidies to public transport in general cannot be expected as well. However, the proposed activities will increase the attractiveness of the PT and increase the number of passengers transported at times of the highest demand from tourists, which will lead to more efficient subsidies.

Increase the number of passengers transported using multimodal and flexible traffic systems

The most significant increase in passenger numbers is predicted due to the reconstruction, modernization of the Dedinky - Geravy cableway, where we expect more than 35,000 passengers to be transported annually after its launch. Due to the low capacity of the parking lots near the lower station of the cable car and also the advantageous location of the bus and railway stops, it is possible to envisage the use of the cableway during multimodal journeys in connection with public passenger transport - buses or trains.

The number of persons transported by multimodal transport systems will increase when train and bus connections between SNV railway station and entrance areas of the national park are denser - especially in its southern part, where local and regional government try to increase the attractiveness of the territory for tourists and their redistribution within the national park.

Date: 24. 09. 2018

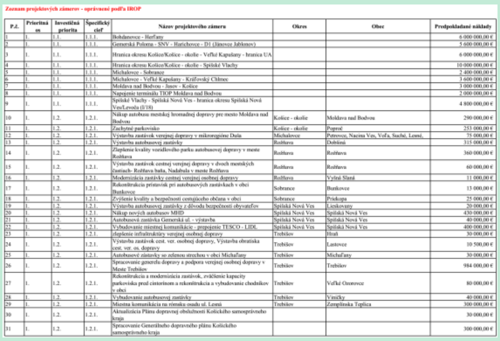
Signature: _____

Stamp of the organisation: Agentúra pre podporu regionálneho rozvoja Košice n.o. Strojárenská 3, 040 01 KOŠICE 2

5 Table of Figures

Annexes

Annex 1 – Lists of RAP LAST MILE activities

Action 1	Support for integration of the action plan activities into the list of RITS projects
Responsible player	Agency for the support of regional development Košice
Players to be involved	Partnership council for RITS, Košice Self-governing Region
Realization timeframe	2018 - 2019
Estimated costs	-
Financing options	-
Estimated impact of action and contribution to overall objective	Improve regional policies and create clear framework conditions for sustainable, flexible transport forms.
Activity description	The activity consists of meetings with stakeholders and the members of Partnership council for Regional integrated territorial strategy (RITS) aimed at discussing the possibilities of incorporating the activities proposed in this Action plan into the IROP project pipeline as the proposed projects can only be supported by the IROP if they are stated there.
Picture	 

Zoznam projektových zámerov - oprávnené podľa IROP

P.č.	Prioritná os	Investičná priorita	Špecifický cieľ	Názov projektového zámeru	Okres	Obec	Predpokladané náklady
1	1.	1.1.	1.1.1.	Bohdanovce - Herľany			6 000 000,00 €
2	1.	1.1.	1.1.1.	Gemerská Poloma - SNV - Harichovce - D1 (Jánovce Jablonov)			5 600 000,00 €
3	1.	1.1.	1.1.1.	Hranica okresu Košice/Košice - okolie - Veľké Kapušany - hranica UA			6 000 000,00 €
4	1.	1.1.	1.1.1.	Hranica okresu Košice/Košice - okolie - Spišské Vlachy			10 000 000,00 €
5	1.	1.1.	1.1.1.	Michalovce - Sobrance			2 400 000,00 €
6	1.	1.1.	1.1.1.	Michalovce - Veľké Kapušany - Kráľovský Chlmec			3 600 000,00 €
7	1.	1.1.	1.1.1.	Moldava nad Bodvou - Jasov - Košice			3 000 000,00 €
8	1.	1.1.	1.1.1.	Napojenie terminálu TIOP Moldava nad Bodvou			2 000 000,00 €
9	1.	1.1.	1.1.1.	Spišské Vlachy - Spišská Nová Ves - hranica okresu Spišská Nová Ves/Levoča (II/18)			4 800 000,00 €
10	1.	1.2.	1.2.1.	Nákup autobusu mestskej hromadnej dopravy pre mesto Moldava nad Bodvou	Košice - okolie	Moldava nad Bodvou	290 000,00 €
11	1.	1.2.	1.2.1.	Záchytné parkovisko	Košice - okolie	Poproč	253 000,00 €
12	1.	1.2.	1.2.1.	Výstavba zastávok verejnej dopravy v mikroregióne Duša	Michalovce	Petrovce, Nacina Ves, Voľa, Suché, Lesné,	75 000,00 €
13	1.	1.2.	1.2.1.	Výstavba autobusovej zastávky	Rožňava	Dobšiná	315 000,00 €
14	1.	1.2.	1.2.1.	Zlepšenie kvality vozidlového parku autobusovej dopravy v meste Rožňava	Rožňava	Rožňava	360 000,00 €
15	1.	1.2.	1.2.1.	Výstavba zastávok cestnej verejnej dopravy v dvoch mestských častiach- Rožňava baňa, Nadabula v meste Rožňava	Rožňava	Rožňava	60 000,00 €
16	1.	1.2.	1.2.1.	Modernizácia zastávky cestnej verejnej osobnej dopravy	Rožňava	Vyšná Slaná	11 000,00 €
17	1.	1.2.	1.2.1.	Rekonštrukcia prístavísk pri autobusových zastávkach v obci Bunkovce	Sobrance	Bunkovce	13 000,00 €
18	1.	1.2.	1.2.1.	Zvýšenie kvality a bezpečnosti cestujúceho občana v obci	Sobrance	Priekopa	25 000,00 €
19	1.	1.2.	1.2.1.	Výstavba autobusovej zastávky z dôvodu bezpečnosti obyvateľov	Spišská Nová Ves	Lieskovany	20 000,00 €
20	1.	1.2.	1.2.1.	Nákup nových autobusov MHD	Spišská Nová Ves	Spišská Nová Ves	430 000,00 €
21	1.	1.2.	1.2.1.	Autobusová zastávka Gemerská ul. - výstavba	Spišská Nová Ves	Spišská Nová Ves	40 000,00 €
22	1.	1.2.	1.2.1.	Vybudovanie miestnej komunikácie - prepojenie TESCO - LIDL	Spišská Nová Ves	Spišská Nová Ves	400 000,00 €
23	1.	1.2.	1.2.1.	zlepšenie infraštruktúry verejnej osobnej dopravy	Trebišov	Hraň	30 000,00 €
24	1.	1.2.	1.2.1.	Výstavba zastávok cest. ver. osobnej dopravy, Výstavba obratiska cest. ver. os. dopravy	Trebišov	Lastovce	10 500,00 €
25	1.	1.2.	1.2.1.	Autobusové zástavky so zelenou strechou v obci Michaľany	Trebišov	Michaľany	30 000,00 €
26	1.	1.2.	1.2.1.	Spracovanie generelu dopravy a podpora verejnej osobnej dopravy v Meste Trebišov	Trebišov	Trebišov	984 000,00 €
27	1.	1.2.	1.2.1.	Rekonštrukcia a modernizácia zastávok, zväčšenie kapacity parkoviska pred cintorínom a rekonštrukcia a vybudovanie chodníkov v obci	Trebišov	Veľké Ozorovce	80 000,00 €
28	1.	1.2.	1.2.1.	Vybudovanie autobusovej zastávky	Trebišov	Viničky	40 000,00 €
29	1.	1.2.	1.2.1.	Miestna komunikácia na rómsku osadu ul. Lesná	Trebišov	Zemplínska Teplica	300 000,00 €
30	1.	1.2.	1.2.1.	Aktualizácia Plánu dopravnej obslužnosti Košického samosprávneho kraja			30 000,00 €
31	1.	1.2.	1.2.1.	Spracovanie Generálneho dopravného plánu Košického samosprávneho kraja			300 000,00 €

Mutual reaction / interdependencies with action	Actions 6, 9
Indicator for monitoring	Number of RAP actions incorporated in the IROP project pipeline Number of entities involved in the services of last mile
Priority of action 1	High

Action 2	Fast bus line Spišská Nová Ves – Podlesok - Kopanec – Stratená
Responsible player	eurobus, a.s.
Players to be involved	Agency for the support of regional development Košice, Destination Management Organisation Slovenský raj & Spiš
Realization timeframe	1.7.-2.9.2019
Estimated costs	1 bike trailer for 22 bikes: price around 3 700 €, montage of 4 markers: 1 300 €, traffic counting during the test phase: 750 €, promotion: 2 000 € - all these expenditure will be financed within the approved LAST MILE pilot action
Financing options	Other necessary costs will be funded from the budget of eurobus, a.s.
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Increase of the number of multimodal/flexible public transport users. Exchange of policies and best practices in the field of sustainable mobility.
Activity description	Introduction of a faster bus line through Kopanecka road - only permanent stops are at Spišská Nová Ves, Podlesok, Kopanec and Stratená, the remaining stops will be on demand - will shorten the travel time between the starting point and the end stop from more than 2 hours to about 55 minutes. This line should include the possibility of transporting bicycles on a bike trailer. Purchase of the trailer with adjustable drawbars will make it possible to use it with different types of buses and possibly also with other transport providers in the long run. During the pilot traffic service, the traffic counting will be conducted on the Kopanecká Road, which should demonstrate the importance of implementing additional activities to increase the preference of sustainable modes of transport in the area.
Picture	 
Mutual reaction / interdependencies with action	Actions 1, 3, 7, 9
Indicator for monitoring	Number of passengers
Priority of action 2	High

Action 3	Reconstruction of the road III/3227
Responsible player	Košice Self-governing Region
Players to be involved	eurobus, a.s., Agency for the support of regional development Košice
Realization timeframe	28.5.-8.6.2018
Estimated costs	496 000 €
Financing options	Budget of Košice Self-governing Region
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility.
Activity description	Reconstruction of the III / 3227 road through the Kopanec pass aims to improve the construction and technical state of this road. After reconstruction, the use of road by public transport vehicles will be possible. For this purpose the bushes will also be cut around the road. Till 2018, the entry of vehicles with weight exceeding 7.5 tonnes was prohibited.
Picture	 
Mutual reaction / interdependencies with action	Actions 2, 4, 7, 8
Indicator for monitoring	Length of reconstructed infrastructure
Priority of action 3	High

Action 4	Bike path Ukraine from Smižany to Podlesok
Responsible player	Smižany
Players to be involved	Destination Management Organisation Slovenský raj & Spiš, Slovak cycling club
Realization timeframe	Till 2022
Estimated costs	Approximately 3 150 000 €
Financing options	Budget of local governments, IROP since adding activities to RITS
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Increase of the number of multimodal/flexible public transport users.
Activity description	Processing project documentation and project realization. Increasing the attractiveness of the area by creating additional services - building approximately 12,6 km long paved path for cyclists and fans of roller skates from Smižany (near Spišská Nová Ves) to Podlesok. The routing of the bikepaths is aimed to increase the work forces mobility as the path will be go through the villages with little work opportunities. So, the path will not only be used for recreational purposes but will also contribute to the increase of work mobility of the locals.
Picture	 
Mutual reaction / interdependencies with action	Actions 7, 8
Indicator for monitoring	Length of new infrastructure
Priority of action 4	High

Action 5	Reconstruction of cableway Dedinky - Geravy
Responsible player	Dedinky
Players to be involved	Košice Self-governing Region, Košice region tourism, Destination Management Organisation Slovenský raj & Spiš
Realization timeframe	7/2019
Estimated costs	800 000€
Financing options	400 000€ from budget of Košice Self-governing Region 200 000€ regional contribution
Estimated impact of action and contribution to overall objective	The project and this action make a contribution to the Growth & Jobs goal through creating “green jobs”. Increase of the number of multimodal/flexible public transport users.
Activity description	The Dedinky - Geravy cableway was put into operation in December 1970, but it in 2009 its service was stopped. The original cable car had a transport capacity of 270 people per hour. New job opportunities will be created during the operation of the reconstructed cableway and the attractiveness of the site will increase.
Picture	
Mutual reaction / interdependencies with action	Actions 7, 9
Indicator for monitoring	Length of reconstructed infrastructure
Priority of action 5	High

Action 6	Construction of intermodal PT terminals with information system
Responsible player	ARRIVA Michalovce a.s.
Players to be involved	Košice Self-governing Region
Realization timeframe	Beginning unknown - Ends 12/2020
Estimated costs	approx. 1 mil. €
Financing options	IROP + 10% own resources
Estimated impact of action and contribution to overall objective	Increase of the number of multimodal/flexible public transport users.
Activity description	Planned activities: building of platforms, their roofing, information and camera system and parking areas for passenger cars, bicycle stands and buses starting and ending bus connections at the terminal. Six exit boards and two central boards will be added to the newly built exit platforms where all departures and arrivals of each bus connection will be published.
Picture	 
Mutual reaction / interdependencies with action	Actions 7, 9
Indicator for monitoring	Number of new and reconstructed terminals
Priority of action 6	High

Action 7	Provide public transport vehicles with equipment for transporting bicycles and skis
Responsible player	eurobus, a.s.
Players to be involved	Košice Self-governing Region, Destination Management Organisation Slovenský raj & Spiš
Realization timeframe	After verification of interest and realization of pilot action No.3, from 2/2020
Estimated costs	7 400 €
Financing options	Budget of Košice Self-governing Region and eurobus, a.s.
Estimated impact of action and contribution to overall objective	Increase of the number of multimodal/flexible public transport users. Exchange of policies and best practices in the field of sustainable mobility.
Activity description	This action will consist of complementing the suburban transport of tourist attractive connections with two trailers allowing the transport of bicycles and skis. The necessary capacity of trailers will be verified by the pilot activity.
Picture	 
Mutual reaction / interdependencies with action	Actions 2, 3, 4, 5, 6
Indicator for monitoring	Number of modernized buses
Priority of action 7	Medium

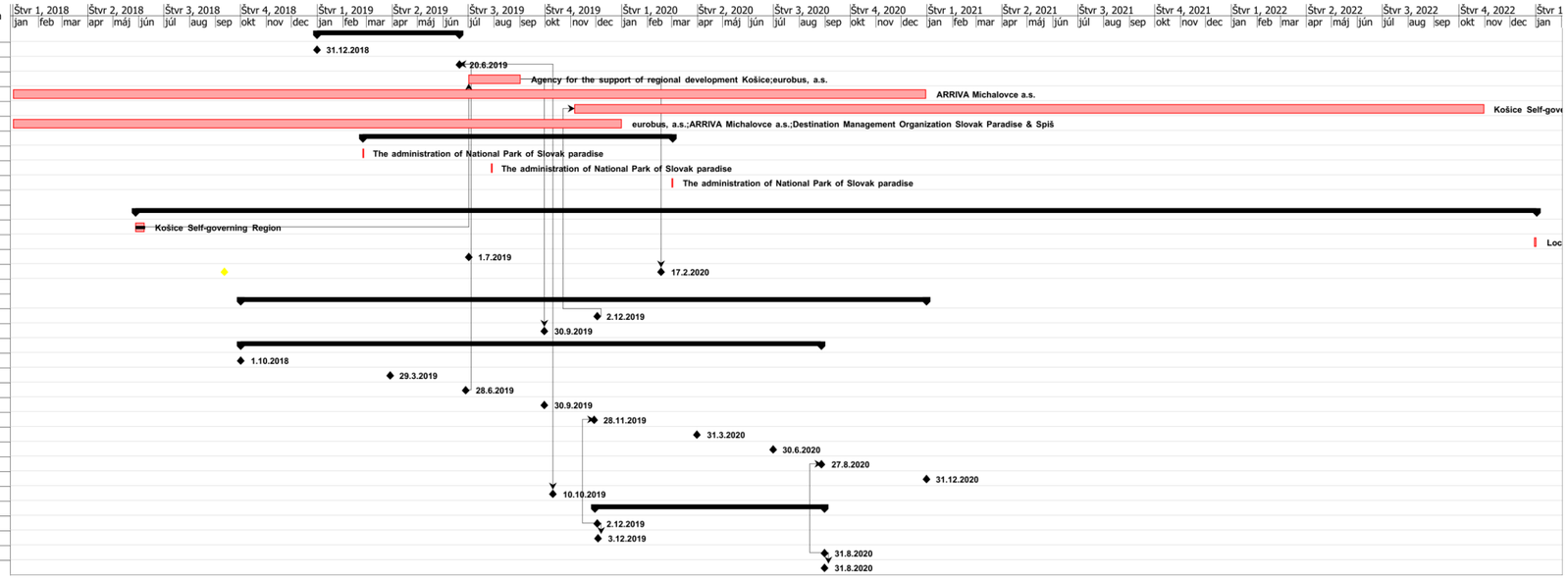
Action 8	Spatial plan of the Slovak Paradise area
Responsible player	Košice Self-governing Region
Players to be involved	Destination Management Organisation Slovenský raj & Spiš, local governments
Realization timeframe	11/2019 – 4/2021
Estimated costs	70 000 €
Financing options	Budget of Košice Self-governing Region
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Improve regional policies and create clear framework conditions for sustainable, flexible transport forms.
Activity description	The existence of the Slovak Paradise National Park requires joint planning of several towns and municipalities for areas of territorial development, transport, etc. The Common Spatial Plan must be in line with the regional plan of the region and should be the basis for the creation and updating of the territorial plans of the cities and municipalities in the given territory. The spatial plan shall establish the principles and regulations of the settlement structure, the spatial arrangement and the functional use of the territory concerned in terms of its sustainable development, the principles and regulations of the organization of public transport and technical equipment and, among other things, public works.
Picture	 
Mutual reaction / interdependencies with action	Actions 1, 3, 4, 5, 6
Indicator for monitoring	Number of spatial plans and sustainable mobility plans
Priority of action 8	Medium

Action 9	Information system of the integrated transport system
Responsible player	Transport operators bound by public service - eurobus, a.s. and ARRIVA, a.s.
Players to be involved	Košice Self-governing Region
Realization timeframe	1/2018 (delayed) - 12/2020
Estimated costs	Approximately 5 mil. €
Financing options	IROP + 10% own resources
Estimated impact of action and contribution to overall objective	Social and territorial cohesion is improved through equal transport opportunities and better accessibility. Increase of the number of multimodal/flexible public transport users.
Activity description	1. Renewal of technical equipment - on-board computers, printers, personification workplace 2. Information systems in buses for suburban and urban public transport - external boards, indoor boards, cameras, Wi-Fi, detectors for the blind, information display 3. Travel ticket control – bus conductor terminals 4. Application software
Picture	 
Mutual reaction / interdependencies with action	Actions 6, 7, 8
Indicator for monitoring	Number of new information systems
Priority of action 9	Medium

Action 10	Extend tourist counting by collecting information about their mobility behaviour
Responsible player	The administration of National Park of Slovak paradise
Players to be involved	Agency for the support of regional development Košice, Destination Management Organisation Slovenský raj & Spiš
Realization timeframe	Change of the questionnaire till 12/2018, application of the new questionnaire from 1/2019
Estimated costs	-
Financing options	Budget of the administration of National Park of Slovak paradise
Estimated impact of action and contribution to overall objective	Enhance the data collection of visitors' information in Slovak Paradise and the possibility of evaluating the activities. Concrete measures shall be elaborated in line with the regional structural funds programme.
Activity description	By realizing this activity we should be able to monitor the impacts of most of the proposed actions on mobility behaviour of the national park visitors. By adding one question that asks for information about the used transport mode, we can find out the modal split among the tourists. This activity should not increase the financial costs of the counting and only slightly increase the duration of the survey.
Picture	
Mutual reaction / interdependencies with action	All other actions - this activity will be used for monitoring
Indicator for monitoring	Number of surveys
Priority of action 10	Low

Annex 2 – LAST MILE action plan timetable

	Meno	Začiatok	Koniec	Mená zdrojov	Predchodcovia
1	**1. Support for integration of the action plan activities into the list o...**	**31.12.2018...**	**20.6.2019 ...**	**Agency for the support of regional d...**	
2	Meeting with representatives of Partnership council for RITS for inclusion o...	31.12.2018 ...	31.12.2018 ...	Agency for the support of regional develo...	
3	Meeting with regional stakeholders for inclusion of AP activities in RITS	20.6.2019 1...	20.6.2019 1...	Agency for the support of regional develo...	25FF-5 dní
4	2. Fast bus line from Spišská Nová Ves – Podlesok - Kopanec – Stratená	1.7.2019 8:00	2.9.2019 17:...	Agency for the support of regional develo...	14
5	6. Construction of intermodal PT terminals with information system	1.1.2018 9:00	31.12.2020 ...	ARRIVA Michalovce a.s.	
6	8. Spatial plan of Slovak paradise area	5.11.2019 8:...	31.10.2022 ...	Košice Self-governing Region	20FS-20 dní
7	9. Information system of the integrated transport system	1.1.2018 9:00	1.1.2020 14:...	eurobus, a.s.;ARRIVA Michalovce a.s.;De...	
8	**10. Extend tourist counting by collecting information about their mo...**	**24.2.2019 ...**	**2.3.2020 1...**	**The administration of National Park o...**	
9	Winter 2019 survey	24.2.2019 9:...	25.2.2019 1...	The administration of National Park of Slo...	
10	Summer 2019 survey	28.7.2019 8:...	29.7.2019 1...	The administration of National Park of Slo...	
11	Winter 2020 survey	29.2.2020 9:...	2.3.2020 17:...	The administration of National Park of Slo...	
12					
13	**Actions considered as milestones (related to sustainable mobility o...**	**28.5.2018 ...**	**2.1.2023 9:...**		
14	3. Reconstruction of the road III/3227	28.5.2018 8:...	8.6.2018 17:...	Košice Self-governing Region	
15	4. Bike path Ukraine from Smižany to Podlesok	30.12.2022 ...	2.1.2023 9:00	Local self-governments	
16	5. Reconstruction of cableway Dedinky - Geravy	1.7.2019 8:00	1.7.2019 8:00	Local self-governments	
17	7. Provide public transport vehicles with equipment for transporting bicycle...	17.2.2020 1...	17.2.2020 1...	eurobus, a.s.	4FS+120 dní
18					
19	**Other milestones**	**1.10.2018 ...**	**31.12.2020...**		
20	Sustainable mobility plan for Kosice self-governing region	1.12.2019 9:...	2.12.2019 1...		
21	Traffic counting on Kopanec road during pilot action	30.9.2019 1...	30.9.2019 1...	Agency for the support of regional develo...	4FS+20 dní
22	**Monitoring meetings**	**1.10.2018 ...**	**27.8.2020 ...**	**Agency for the support of regional d...**	
23	1/2018	1.10.2018 8:...	1.10.2018 8:...	Agency for the support of regional develo...	
24	1/2019	29.3.2019 9:...	29.3.2019 9:...	Agency for the support of regional develo...	
25	2/2019	28.6.2019 8:...	28.6.2019 8:...	Agency for the support of regional develo...	
26	3/2019	30.9.2019 8:...	30.9.2019 8:...	Agency for the support of regional develo...	
27	4/2019	28.11.2019 ...	28.11.2019 ...	Agency for the support of regional develo...	34SS-1 deň
28	1/2020	31.3.2020 8:...	31.3.2020 8:...	Agency for the support of regional develo...	
29	2/2020	30.6.2020 8:...	30.6.2020 8:...	Agency for the support of regional develo...	
30	3/2020	27.8.2020 1...	27.8.2020 1...	Agency for the support of regional develo...	36SS-1 deň
31	Change of legislation according proposal from LM project	31.12.2020 ...	31.12.2020 ...	Agency for the support of regional develo...	
32	Adding activities from LM AP to RITS list of projects	10.10.2019 ...	10.10.2019 ...	Agency for the support of regional develo...	3FS+80 dní
33	**LM project management**	**30.11.2019...**	**31.8.2020 ...**		
34	Partner report 11/2019	30.11.2019 ...	2.12.2019 1...		
35	Progress report 6	3.12.2019 1...	3.12.2019 1...		34FS+1 deň
36	Partner report 8/2020	31.8.2020 8:...	31.8.2020 8:...		
37	Progress report 7	31.8.2020 1...	31.8.2020 1...		36FS+1 deň



LAST MILE
Interreg Europe

Agentúra na podporu regionálneho rozvoja Košice, n. o.

European Union
European Regional Development Fund