
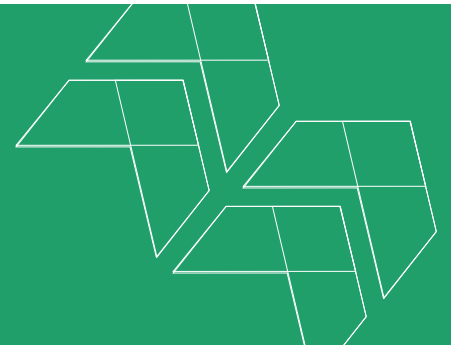


Let's travel the last mile together! 

LAST MILE

Newsletter - # 03



4TH PARTNER MEETING IN THE UPPER SÛRE NATURE PARK

Exchanging ideas was the aim of the 4th LAST MILE project meeting in the region of the Upper Sûre and the Our Nature Park. In this context, four examples of good practice for flexible transport services in the region were presented during the meeting.

One of these is 'Rent-a-bike Ardennes', a bike rental service during the summer time in different places in the Upper Sûre Nature Park. The idea behind it is to offer tourists the possibility to discover the region by bike instead of by car. A disadvantage in the region is the lack of infrastructure; only a few cycle tracks exist in the region. The hilly landscape is an additional factor that discourages tourists from biking in the region, so to deal with this, electric bikes are offered. During the presentation, the partners had many ideas on how to improve this system and the rental statistics, which shows that the study visits are not a one-way experience but work as exchange activities.

One challenge in the region is communication and awareness-raising. This topic was thus the focus of a workshop on the third day of the study visit in Luxembourg. After input from two experts, partners and stakeholders had the chance to exchange their ideas on how to communicate with and raise awareness among different target groups about the use of public transport and specifically about flexible transport systems.

Further meetings and interesting input from experts took place during the four days in the Upper Sûre Nature Park. Exchange meetings like the one in Luxembourg and the next one in West Pomerania (PL) in October are needed to encourage partners to make progress in their work.



Partners and stakeholders testing "Rent-a-bike Ardennes" and "Bummelbus" in the Upper Sûre Nature Park (LU)

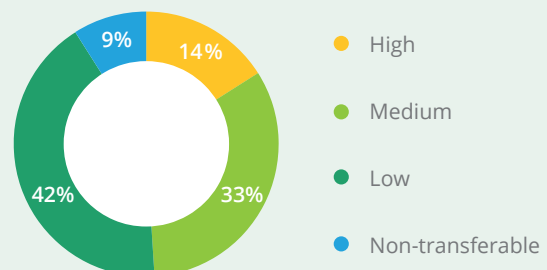
COLLECTING BEST PRACTICE IN THE FRAMEWORK OF THE LAST MILE PROJECT

One of the main purposes of the LAST MILE project is to exchange policies and best practice in the field of sustainable mobility with a focus on the last mile among the six project regions in order to encourage participating regional authorities to adopt other approaches learned from this exchange and to integrate them in their own regional policy.

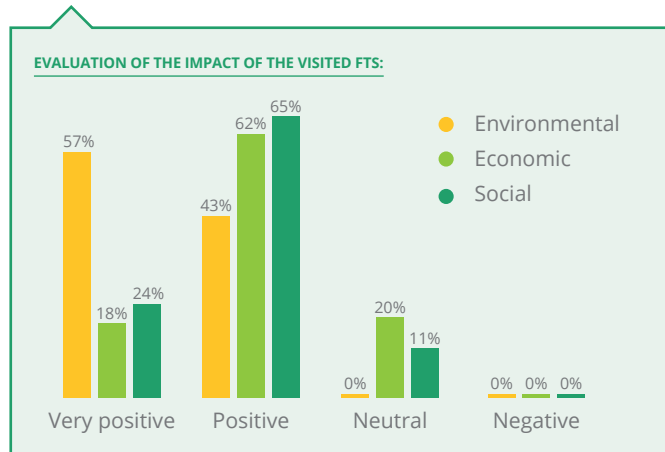
During the study visits, the regional approach, including the specific framework conditions, financing structures and concrete mobility systems that cover the last mile are discussed and evaluated using specific evaluation cards designed by the Club for the Sustainable Development of Civil Society (Bulgaria), one of the project partners, according to the guidelines of the Interreg Europe Programme. The CSDCS assesses the questionnaires and regularly provides the evaluation results to the project consortium.

To date, there have been visits to four regions in Austria, Spain, Bulgaria and Luxembourg. The analysis of the best practices collected during the first year of the project in Austria, Spain and Bulgaria shows that around 50% of the practices could be transferred into the partner countries. Different framework conditions in the partner countries are often hindering the transferability of good practices.

TRANSFERABILITY OF THE VISITED EXAMPLES OF GOOD PRACTICE:



The impact of the flexible transport system (FTS) visited is evaluated in three spheres: environmental, economic and social. According to the visitors, all good practices have positive impact in this spheres and with that contribute to sustainability in the regions.



During the second part of the project, best practice in three more regions in Luxembourg, Poland and Slovakia will be evaluated and a final synopsis will be presented together with a list of samples of best practice detected in the framework of the Last Mile project.



Tourists using public transport

SYNOPSIS OF RESULTS – ANALYSIS OF FRAMEWORK CONDITIONS AND BARRIERS

In the framework of the joint analysis of the LAST MILE project, a detailed analysis of framework conditions for and barriers to the implementation of flexible transport systems (FTS) was developed by each project partner. A final synopsis of all regional results points to the lack of concrete legal, regulatory, institutional, economic and other frameworks for the proper implementation and long-term operation of FTS.

Barriers such as an insufficient legal framework or public transport information service, a lack of sustainable financing for the long-term operation of FTS, the lack of expertise among municipalities providing FTS and the lack of education about sustainable transport were identified by the partners as hindering the implementation of FTS in the regions.

There is a clear need for action, as evidenced by the analysis of the framework conditions and barriers. The results of this analysis led to the first recommendations for steps to be taken to bring about change. These recommendations range from the elaboration of a clear legal framework for FTS, the integration of FTS into public

transport services, to the provision of funding grants for measures to increase promotion and publicity to raise awareness about FTS.

The synopsis as well as the results of the regional framework conditions and barriers are available on the Last MILE homepage : www.interregueurope.eu/lastmile

STATE-OF-THE-ART IN FLEXIBLE TRANSPORT

The aim of the analysis of the state of the art has been to learn about current sustainable transport systems of each region, focusing on flexible transport, identifying the shortages in the offer and demand. Furthermore, to look for the existing flexible solutions for the “last mile” useful for tourists and locals and to find out which areas would be more convenient to implement future action plans.

The regions show different levels of development and application concerning flexible transport systems. Among different types of existing flexible services predominates call/dial systems and shuttle services, highlighting the Austrian and Luxemburgish services



Workshop «Communication with users & society» in Clervaux (LU)

like Defmobil and Flexibus. There are also many seasonal services focused in providing transport solutions for tourists.

The identification of best practices will help to improve policies and plans for the development of flexible mobility solutions in the regions. In this sense, all regions agree that the adoption of technical and organizational measures and the co-operation of relevant stakeholders is fundamental for a successful implementation.

FTS are an opportunity for the improvement of sustainable transport by strengthening the coordination and integration within the overall transport service chain.

As a conclusion of their analysis, each region has developed a SWOT analysis to identify success factors in the practice of flexible transport systems as well as difficulties. Below you can see a summary of the 6 regional SWOT analyses.

AVAILABILITY OF NATIONAL LEGISLATION FOR FLEXIBLE TRANSPORT SYSTEMS

Country/Region	Means of transport / name of the service				
	Call/Dial systems	Seasonal/temporary systems	Sharing	Pooling	Others
Luxembourg		x			
Spain					
Austria	x				
Slovakia		x			x
Poland		x			
Bulgaria					x

■ Available
 ■ Partially available
 ■ Not available
 x Definition of FTS

The graph shows an example, which flexible transport systems are covered by national or regional legislation (or are legally defined) by each analysed region.

COMMUNICATION AND INFORMATION AS AN ISSUE OF THE REGIONAL ACTION PLAN DEVELOPMENT

Communication and information is one important topic, when talking about public transport and flexible transport systems. On the last project meeting in the Upper Sûre Nature Park (LU) the theme “Communication with users & society” was focused in a workshop with partners and stakeholders. The Kosice region in Slovakia, as one one of the regional partners in the LAST MILE project, are actually dealing with this subject. In Slovakia individual passenger transport has grown the last few years, while public transport is in decline. The passenger numbers in public busses in the Kosice region dropped from 17 million in 2015 to 16.5 million in 2016.

One of the ways to attract passengers back to public transport is to improve the information system, allowing passengers to obtain faster and more accurate information about departure and arrival times of different transport connections. The information system also helps to better coordinate rail and bus services at transfer points. High-performance information systems are crucial for the success of flexible transport services.

The Agency for the Support of Regional Development Košice in cooperation with the Regional Tourism Organization Slovak Paradise and Spiš and the regional transport provider are preparing an Action Plan aimed at improving flexible transport services. As the regional partners in the LAST MILE project finalised their analyses recently, they are now starting with the intensive work on the Action Plan Development. The Kosice Region shows what applies for the other regions too: communication and information will play an important role in those Action Plans.

