

LAST MILE – Let's travel the last mile together!

Flexible Transport Systems Technical State-of-the-Art

Synopsis of results

LAST MILE aims to find sustainable flexible solutions for regional mobility systems. The objective of the analysis of the state of the art of regional public transport systems, in the frame of the LAST MILE project, has been to learn about the current situation of transport in general and specifically sustainable transport in each region, focusing on flexible transport systems. Existing flexible solutions (FTS) for the "last mile" useful for tourists and/or locals have been identified as well as shortages in the supply with public transport, for which additional flexible solutions could be an option.

FLEXIBLE TRANSPORT

In LAST MILE, different approaches to flexible transportation systems, ranging in nature from nearly fixed-route to nearly demand-responsive, were taken as state-of-the-art at EU level.

Call / Dial Systems Services operate only after calling in contrast to regular scheduled bus lines. Routes can be fixed or flexible. See below some examples how flexible routes can be defined:

- **Fixed route:** operating only upon call/ordering.
- **Route Deviation:** a defined path and schedule is used to define a service area, but the vehicle(s) may serve requests for pick-up or drop-off within a specified zone around the path.
- **Point Deviation:** service is provided within a defined zone with a set of specific stops, but the path between the stops is unspecified and the vehicle will serve locations within the zone on request.
- **Zone Route:** a primarily demand-responsive service that has set departure and arrival times at its end points.

Shuttle services Transport services intended primarily to shuttle passengers between two fixed points. Usually for short or medium distance journeys taking less than an hour. Shuttle buses usually link with transport hubs (i.e. airport, train station) to different destinations.

Sharing solutions Organized collective use of one or more vehicles for timely limited periods (mostly hours). e.g. Carsharing.

Pooling Sharing of car journeys so that more than one person travels in a car.

Other flexible transport services There are many solutions and concepts on mobility services and particularly flexible transport services available.



EXISTING GOOD PRACTICES IN THE REGIONS:

Flexible systems in the partner regions, l to r: Rent-a-Bike Ardennes (LU); Taxi association, Vall de Boi (ES), E-Shuttle in Byala (BG), Train with stops on demand (ES).

Operating System	Practice Example
Call/Dial Systems (operates only after calling)	
fixed route: operating only upon call/ordering	<ul style="list-style-type: none"> • DefMobil, East Tyrol • Virgen Mobil, East Tyrol • Taxi association, Vall de Boi
flexible routing to individual destinations	<ul style="list-style-type: none"> • Flexibus, Luxembourg • Night Rider, Luxembourg • Bummelbus, Luxembourg
Shuttle services (operates only seasonally or at specific occasions)	
demand-responsive service in a defined zone with no specific stops	<ul style="list-style-type: none"> • Night Liner in Lienz, East Tyrol
seasonal	<ul style="list-style-type: none"> • Bus to Aigüestores National Park, Catalonia • Bus service to ski resort, East Tyrol • Shuttle bus with fixed route and stops, Košice Region • Rail connections between touristic regions, West-pomeranian Voivodeship • Services between Byala and resorts area, Varna district
Sharing	<ul style="list-style-type: none"> • Flugs e-carsharing in Lienz, East Tyrol • BalticBike.pl system
Pooling	<ul style="list-style-type: none"> • Project Kussbus, Luxembourg
Others	<ul style="list-style-type: none"> • Train Lleida-La Pobla de Segur with stops on demand, Catalonia



Study visit to the "Flexibus" system in Mersch (LU)

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The regional analysis shows that the geographical context makes it difficult to implement efficient public transportation systems due to dispersion of settlements, concentrated population in cities or low density of public transport networks. In addition, these regions are characterized by seasonality of tourism. In general, local governments present positive willingness to develop sustainable mobility

measures to cover the last mile in rural areas, but in all cases there is poor legal framework for FTS. Nevertheless, technological advances and increasingly higher proportion of people using mobile devices make it easier to implement modern and easy-to-use systems for improving public transport, and especially to develop flexible transport services. Here under we present the overall SWOT-analysis:



THE PROJECT PARTNERS



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THE FULL ANALYSIS IS FREELY AVAILABLE AT THE PROJECT WEBSITE.