

Let's travel the last mile together!

LAST MILE

Newsletter - # 05

READY FOR THE NEXT STEP

For the last 2,5 years the LAST MILE project partners have been analyzing the state of the art of flexible transport systems in their regions and the framework conditions and barriers when installing them. They have also been identifying good practice how flexible transport services could work. This was the basis for the regional action plans each region elaborated and which are finalized now, with the end of phase 1 of the project. All the findings of the analyses and the broad stakeholder process have resulted into a synthesis, which address recommendations to policy makers from local to EU-level.

In October 2018, the second phase of the project has started: in this two years lasting phase the regional action plans shall be implemented step by step. Two project partners will also implement some pilot actions (see below). The partnership will monitor the progress of the implementation and meet twice. At the beginning of April 2020, the results of both phases will be presented in the frame of the final conference in Innsbruck, Austria.

SYNOPSIS OF GOOD PRACTICE

During the study visits in the first phase, regional flexible transport systems and solutions were demonstrated and evaluated using predesigned questionnaires. This allowed the project partners to identify potentials for optimisation, innovation and replication, and following the lessons learned, they were able to develop their Action Plans for sustainable mobility. The collection of best practices aimed to find innovative, flexible solutions for sustainable regional mobility systems.

A summary of the best practices visited in six European regions considered by the LAST MILE project was established. In particular, the evaluations of the participating stakeholders, experts and project managers were examined and assembled. This allowed a simple overview and insight into the different good practice to be given by the synopsis. It can be downloaded at the LAST MILE website: www.interregeurope.eu/lastmile.

"The project opened the door towards cooperation between tourism entities and transport sector. Through the visit and the evaluation of good practices, which proved well-working cooperations – as stakeholders we are inspired to do so as well."

Michal Barkas, Baltic Bike (PL)

SAVE THE DATE

INTERREG EUROPE LAST MILE: FINAL CONFERENCE

When? **April 1st, 2020**

Where? **Innsbruck, Austria**

The main results from the policy exchange, the action plans and their implementation will be presented.



Good practice of LAST MILE © LAST MILE

SYNTHESIS OF 1ST PHASE RESULTS IN LAST MILE

The purpose of the overall Synthesis report was to consolidate international experience regarding flexible transport systems (FTS) and identify effective universal solutions and areas in which the most positive results could be reached while developing FTS. The document gathered experiences from all three joint thematic analyses.

The synthesis shows that in case of good practice and framework conditions examined by the LAST MILE project, most of the success factors contributing to the effective implementation of the solution are related to fields such as financing, legal situation, cooperation building and proper needs diagnosis.

In response to this, recommendations developed by the LAST MILE project indicate areas in which specific measures may support the implementation of flexible transport systems. In terms of legislation and legal conditions, the national laws pertaining to transport should be updated as quickly as possible. New laws should provide definitions of FTS and its role and position in the transport policy of a given country. This will allow the use of FTS as an integral part of public transport systems. In order to ensure permanent and comprehensive implementation of FTS, such solutions should first be reflected in developed and updated strategic transport policy documents.

This applies in particular to the *Sustainable Urban Mobility Plan* as an instrument that can be adjusted to the needs of rural, peripheral or tourist areas. At the same time, it should be emphasized that the effectiveness of those plans and strategies depends, among others, on the connection with financing instruments, such as Regional Operational Programmes.

"The most learning for me from the LAST MILE project is that the successful implementation of a project needs an integrated planning and thinking. That means that we first need a good strategy, defined goals, and an integrated thinking about the consequences of an action between sectors and on different levels".

Liette Mathieu, Ministry of Sustainable Development and Infrastructures (LU)

Available for download at
www.interregeurope.eu/last-mile:

- Detailed synthesis of 1st Phase Results
- Brochure summarizing the 1st phase results
- Syntheses of the thematic analyses
- Regional Action Plans



Presentation of the Synthesis during the 6th interregional project meeting in Kosice © R. Klementschitz

These programmes can support the implementation of tasks specified in policy documents. In the next programming period, Regional structural funds Programmes as well as national policies and their investment plans should include support for FTS as a part of mobility policies.

It should also be mentioned that the promotion of FTS, as well as financial and institutional support for their creation should be initially provided by institutions and administrations at regional level, since they enjoy a wide range of competences and capabilities in the area concerned.

The prepared synthesis of the regional reports and its results provided regional partners with a basis for the development of their Regional Action Plans. Conclusions and recommendations were addressed to entities at various decision-making levels to allow for more precise implementation of measures supporting the development of FTS and emphasizing their possible role in public transport systems.

In addition, the document was also used as reference for publications summarizing the first phase of the LAST MILE project. On its basis, an information brochure was prepared, as well as major input for the project website and for a knowledge and experience exchange platform of the Interreg Europe programme.

"In order to push the implementation of Flexible Transport services on a national level, it is important to raise awareness of the needs of the regions by implementing the regional action plans."

Katharina Mayer-Ertl, Federal Ministry for Sustainability and Tourism (A)

THE KOŠICE REGION – DESTINATION OF THE 6TH STUDY VISIT

The Košice Region, in the South East of Slovakia, was the destination of the 6th LAST MILE study visit. The region's metropolis is the city of Kosice – where the participants were welcomed and participated in the meetings.

Apart from the meetings the participants had the chance to visit two good practices of the region and by the way saw one of the mobility challenges in the National Park of Slovak Paradise. First of all the Children`s Railway took the participants to the southern part of the national park. This nostalgic train is a mobility offer for tourists, which is running only during the main season in summer. Afterwards the project consortium took the Kopanecka road to reach the next good practice. The Kopanecka road and its function in the next years was subject of a workshop in the afternoon of this second day of the partner meeting. The current state of this road is bad and reinstatement works are urgently necessary. With these works stakeholders in the region want to enlarge the road to guarantee an easy access for cars from the south to the North part of the National Park. On the other side it would be the ideal opportunity to stop the individual motorized mobility and to change towards a mixed use of touristic busses and bicycles. This describes an important conflict in the region and different solutions have been discussed during the workshop.

The second good practice visited was a Tourist bike rental system "CykloTourSpis". The small family business is specialized at down hill mountainbiking, which is an attraction because of the many gorges in the region.

The 6th partner meeting and study visit was also the last partner meeting of the first phase of the LAST MILE project. Therefore one and a half day of meetings to discuss the forthcoming of the project took place. One of the most important subjects discussed were the regional action plans presented to the consortium.

"Partner meetings like this allow to better understand how regional development works in practice and what the concrete challenges on regional and local level(s) are."

Veronika Holzer, Federal Ministry for Sustainability and Tourism (A)



Ride with Childrens' Railway to the Slovak Paradise National Park © R. Klementschitz



FLUGS carsharing in East Tyrol: good practice presented at the beginning of LAST MILE © Regional Management East Tyrol

TWO PILOT ACTIONS IN TWO DIFFERENT REGIONS WILL BE IMPLEMENTED IN PHASE 2 AND FINANCED BY INTERREG EUROPE. BASED ON THE EXPERIENCES FROM STUDY VISITS, BOTH PILOT ACTIONS WERE DEVELOPED IN CONSULTATION WITH THE INTERREGIONAL PARTNERSHIP:

LAST MILE – BRING ME/FETCH ME IN EAST TYROL

Based on a good practice example visited in Luxembourg called the 'Bummelbus', 10 municipalities in East Tyrol want to implement the innovative idea in their planning association area. This pilot scheme is seen as a new mobility solution, providing affordable flexible mobility services operated by entrepreneurs, volunteers and unemployed people. This mobility service offers rides in the evening and at weekends to complement the existing offer.

There will be a test operation of a flexible 'LAST MILE – bring me/ fetch me' bus system with a mix of public transport services, commercial taxi operator services (especially for tourism mobility) with permanently unemployed persons and volunteers as taxi drivers to provide a sustainable, flexible and cost-efficient mobility solution for residents and tourists. A mobility centre for the flexible bus system will pool all customer requests and act as a coordinating body between the parties involved.

The pilot scheme will also include the elaboration of the legal basis for the new flexible mobility solution. Based on the concrete legal conditions, an applicable and long-term efficient mobility solution could be established and will be coordinated for rural areas.

The test will initially be implemented in a few municipalities and once it is operating successfully, it should be expanded to the whole region of East Tyrol. The test and evaluation phase are planned to take place from project approval until September 2020.

LAST MILE – A FAST BUS LINE THROUGH SLOVAK PARADISE NATIONAL PARK

Two analyzed “last mile” solutions in practice serve as reference for a pilot scheme in the Kosice region: a fast seasonal bus line in Varna region (BG) and a bike transportation service on a narrow gauge railway in West Pomerania (PL). The Destination Management Organization of Slovak Paradise intends to introduce an express bus line equipped with a bike trailer in Slovak Paradise National Park. The service will not only shorten travel time (from more than 2 hours via a different route to only 55 minutes through the Kopanecka road) but it will also attract more passengers by offering the possibility of intermodal trips by bike and bus thanks to its additional feature – a bike trailer.

During the summer season of 2018, the Destination Management Organization of Slovak Paradise in cooperation with the public transport provider eurobus, a.s. introduced a transport service through the Kopanecka road by minibus, without a bike trailer, in order to have some statistical data.

Based on this data, it will be easier to prepare for the next year’s pilot action. The offer will cover mobility solutions within the Slovak Paradise National Park which were previously lacking during the summer season.

A background initiative behind this pilot action is the planned long-term measure to close a road in the Slovak Paradise National Park for private cars and thereby set a good example of sustainable mobility in a sensitive area. The idea is to substitute motorized personal transport with an attractive public transport offer that groups together journeys and therefore has fewer negative effects on climate and the environment.

The purpose of the pilot action in regard to the long-term measure is to test whether attractive intermodal mobility alternatives to reach tourist hotspots in Slovak Paradise National Park can bring about a shift in behavior in terms of modal use.

The pilot action will take place in summer 2019 and will be accompanied by a traffic count. Results of the count will show any expected impact on the region’s road network once the Kopanecka road is closed for private cars. The main beneficiaries of this activity will be tourists, but local people also stand to benefit as the bus line will shorten the travel time between the north and south of Slovak Paradise and have a positive impact on the environment.



A map in the south of the Slovak paradise National Park shows the existing travel routes through the National Park. © R. Klementschtiz

ALL ABOUT LAST MILE AT:

www.interregueurope.eu/lastmile

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