TRANSNATIONAL PUBLICATION ON PILOT ACTIONS FOR A SMARTER COMMUTING

Interreg
CENTRAL EUROPE
SMART COMMUTING
European Union
European Regional
Development Fund

LOW CARBON CITIES
AND REGIONS

TRANSNATIONAL PUBLICATION ON PILOT ACTIONS FOR A SMARTER COMMUTING

Main editors

Katarina Ostruh, Maša Kočevar

Partner contributed

Municipality of Rimini; IUAV University of Venice, Department of Architecture and Arts (Italy); VUT Vienna University of Technology, Institute of Transportation; Municipality of Weiz, MoWeiz (Austria); Regional development centre Koper, RRC Koper; Municipality of Velenje, MOV (Slovenia); Hranice development agency, HRA (The Czech Republic); Zadar County Development Agency ZADRA NOVA, ZADRA NOVA (Croatia); Municipality of Szolnok City of County Rank, SZOLNOK (Hungary)

GENERAL COORDINATION

asso
agenzia per lo sviluppo sostenibile

GRAPHIC DESIGN

Giorgia Mancinelli

EXECUTIVE SUMMARY

This Transnational Publication reports qualitative and quantitative information on pilot actions Smart Commuting Project Partners (PP) have been carrying out. Pilot actions have been developed on two levels. The first level is intangible and common to all PPs and consists of designing common Sustainable Urban Mobility Plans (SUMPs) at FUA (Functional Urban Area) level. The coastal FUAs of Rimini, Koper/Capodistria and Zadar worked together, while the inland subgroup is formed by Velenje, Weiz, Hranice and Szolnok. Both groups drafted innovative SUMPs suitable for FUA. The second level consists of more targeted local pilot actions tailored to the specific priority needs of each FUA. Reports from local pilot actions are gathered in this deliverable.

PPs from Project Smart Commuting have developed, within the inland and coastal SUMPs elaboration groups, quite diverse pilot actions, rooted in the common process of mobility analysis and development of shared strategies and guidelines. At each FUA, the process of sharing the different phases of preparation and implementation with the main actors on the territory can be considered as successful.

The identified pilot actions among the different Project Partners cover a variety of sectors of the mobility system. Even though they do not share much in the approach in their first appearances, all pilot actions' strategies are based on the above-described transnational coordination and discussion process. Through interactions at each stage (SWOT analysis, discussion of critical issues with local communities and stakeholders, strategy proposals, definition of the common local SUMP to be drafted, identification and ongoing implementation of pilot actions), the project partners had the opportunity to verify the effectiveness and comprehensiveness of each action taken. Pilot actions reflect this process in their tailor-made and pluralistic

aspect. Feasibility studies are specifically designed to meet the needs of each partner in order to ensure that the opportunities can be best exploited. They are usually carried out as pilot actions when the strategy for smarter commuting had to be redefined from the very beginning or if significant new projects have recently changed the structure of the local mobility system. More concrete actions will be taken, where appropriate, as part of broader local or national strategies and coordinated with the results of other European projects in order to maximise the benefits of investment, or where specific problems have been identified prior to the project. Peer learning among all project partners supported by the universities and technical partners IUAV and VUT has been carried out continuously throughout the project and has contributed to develop effective transnational and local strategies.

INDEX

Image 1: Smart Commuting Project partner

1. WHY A TRANSNATIONAL DOCUMENT?

The transnational aspect of Smart Commuting project, affecting each phase from the initial SWOT analysis to the final joint pilot actions, is promoted as a result-oriented learning process. Its main scope is to enable each Project Partner to learn from pitfalls, drawbacks and barriers as well as from successful ideas of other cities and countries.

Moreover, Project Partners participating in the definition and implementation of the transnational process will learn how solutions work in different cultural, geographical and economic contexts, mutually profiting from others' experience and knowledge. More specifically, transnational cooperation will enable Project Partners to share their know-how and previous experiences on common challenges of current unsustainable transport modes in the Functional Urban Areas (FUA).

While planning the pilot actions, Project Partners benefit from the activation of a reciprocal transnational mutual learning mechanism by sharing and comparing experiences collected before and during the project. The transnational acquaintance with positive or negative feedback on enhancing environment-friendly mobility reported and collected in this document with others published within the Smart Commuting project, has likely increased the probability that public money is spent in an effective way and helped avoid that regional or local governments repeated mistakes already made elsewhere in Europe.

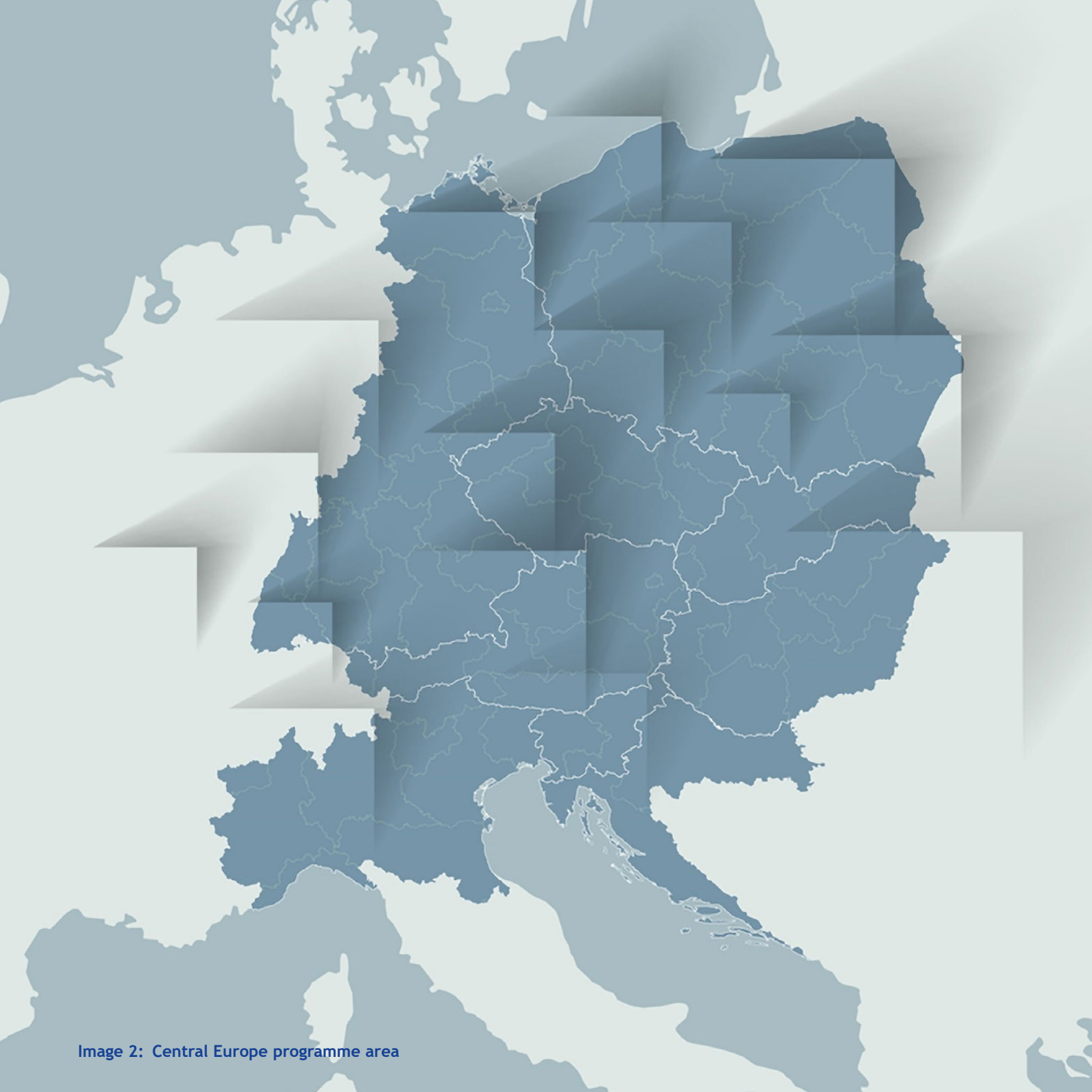

Image 2: Central Europe programme area

2. SMART COMMUTING

Smart Commuting is funded by the Interreg Central Europe Programme that encourages cooperation on shared challenges in Central Europe and has a three-year duration (2017-2020). It is producing series of sections to improve planning and urge regional and local bodies to promote intermodal sustainable mobility systems capable of reducing CO2 emissions and air pollution to make the territories more liveable and more attractive. In European cities, daily commuting is a significant energy consumer. Smart Commuting encourages coordination between public transport companies, local authorities and other stakeholders to develop a holistic approach to plan more energy-efficient transportation in urban areas. Training for public sector workers and stakeholders, expert analyses and the creation of institutional platforms will support better planning of sustainable transport.

The **Municipality of Rimini** leads the project, the other eight partners are:

IUAV University of Venice, Department of Architecture and Arts, IUAV (Italy);

Vienna University of Technology, Institute of Transportation, VUT, and **Municipality of Weiz**, MoWeiz (Austria);

Regional development centre Koper, RRC Koper, and **Municipality of Velenje**, MOV (Slovenia);

Hranice development agency, HRA (The Czech Republic),

Zadar County Development Agency ZADRA NOVA, ZADRA NOVA (Croatia);

Municipality of Szolnok City of County Rank, SZOLNOK (Hungary).

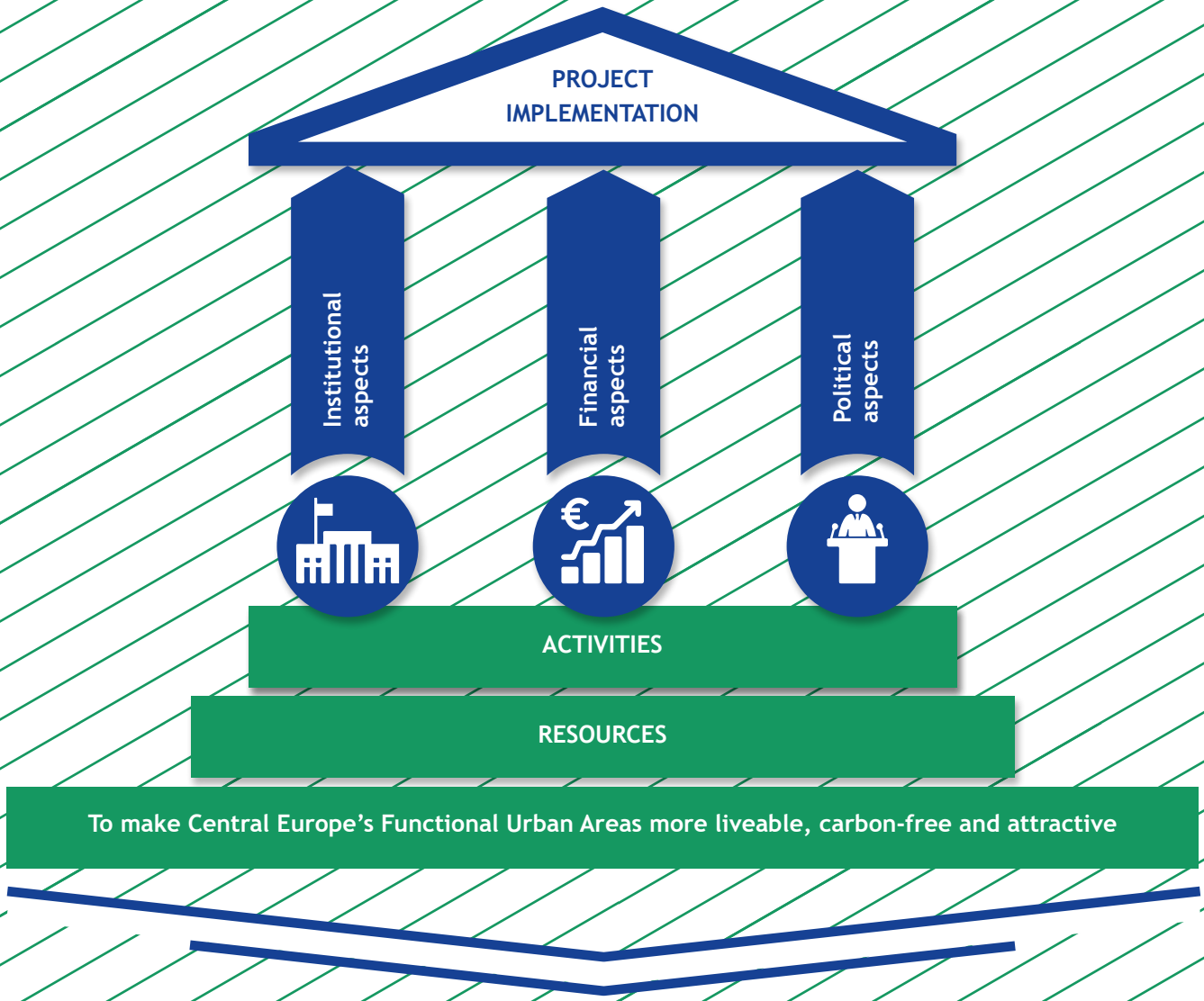

Image 3: Methodology

3. METHODOLOGY

During the implementation of the project, the pilot actions were supported in all their aspects (institutional, financial and political) by the activities and resources of the project.

This coordination structure helped to achieve sustainable planning and more internal coordination. Various joint actions starting with local SWOT analyses of the regions, a collective digital platform at the level of functional urban areas and joint training and capacity building processes helped to implement the pilot actions.

Each of these activities supported the expected change, which consisted in improving the capacity of the public sector to plan sustainable mobility, combined with several concrete solutions to enable Central Europe's functional urban areas to become more liveable, carbon-free and attractive.

Pilot actions have been developed on two levels. The first level is intangible and common to all PPs and **consists of designing common Sustainable Urban Mobility Plans (SUMP) at FUA level**. The coastal FUAs of Rimini, Koper/ Capodistria and Zadar worked together, while the other inland subgroup is formed by Velenje, Weiz, Hranice and Szolnok. Both groups designed innovative SUMP suitable for FUA in coastal areas (affected by commuting and tourism) as well as for internal areas. VUT and IUAV as scientific project partners helped to develop the SUMP. **The second level consists of more targeted local pilot actions tailored to the specific priority needs of each FUA**.

In conclusion, it is important to note that each individual local pilot action will continue to operate beyond the end of the project for the benefit of the local community.

4. PILOT ACTIONS

Image 4: Location of all Smart Commuting partners

4.1. Municipality of Rimini / Comune di Rimini

4.1.1. Basic Mobility Situation

The main goal of Rimini FUA is to improve sustainable public mobility. For this reason, the Region Emilia Romagna planned a unique infrastructural plan (PRIT 2025), also a new restyling of Via Emilia SS16 the main provincial street, is previewed, as a matter of fact, SS9 is used as urban street instead of a provincial one. An improvement of LPT is planned in Alta Marecchia, a hill territory of Rimini Province. A new connection with highway A14 is thought from E45 bypassing Rimini city. The use of private cars (65 cars/00 inhabitants) and motorcycles (24/100 inhabitants) is high in Rimini province. In Rimini province, there are 145.000 inhabitants and commuters give birth to 70.000 systematic movements, and 1200 of these are directed to other municipalities, in Particular Rimini 12.000 movements are from the city and 22.000 toward the town of Rimini.

4.1.2. Modal split and target values

2019 data were obtained by a mobility questionnaire in home-school and homework. Data were validated by comparison with the latest ISTAT data (National Institute of Statistic).

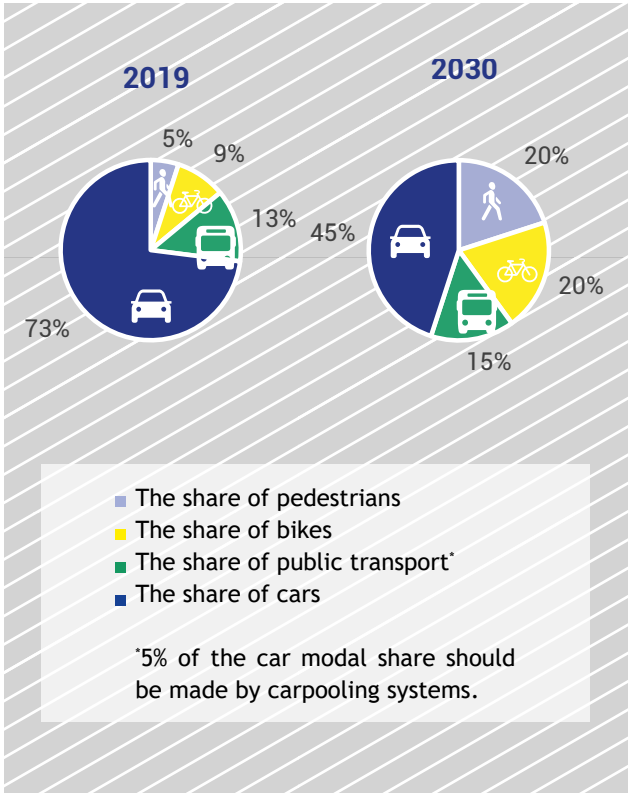

Chart 1: Modal split for Rimini FUA

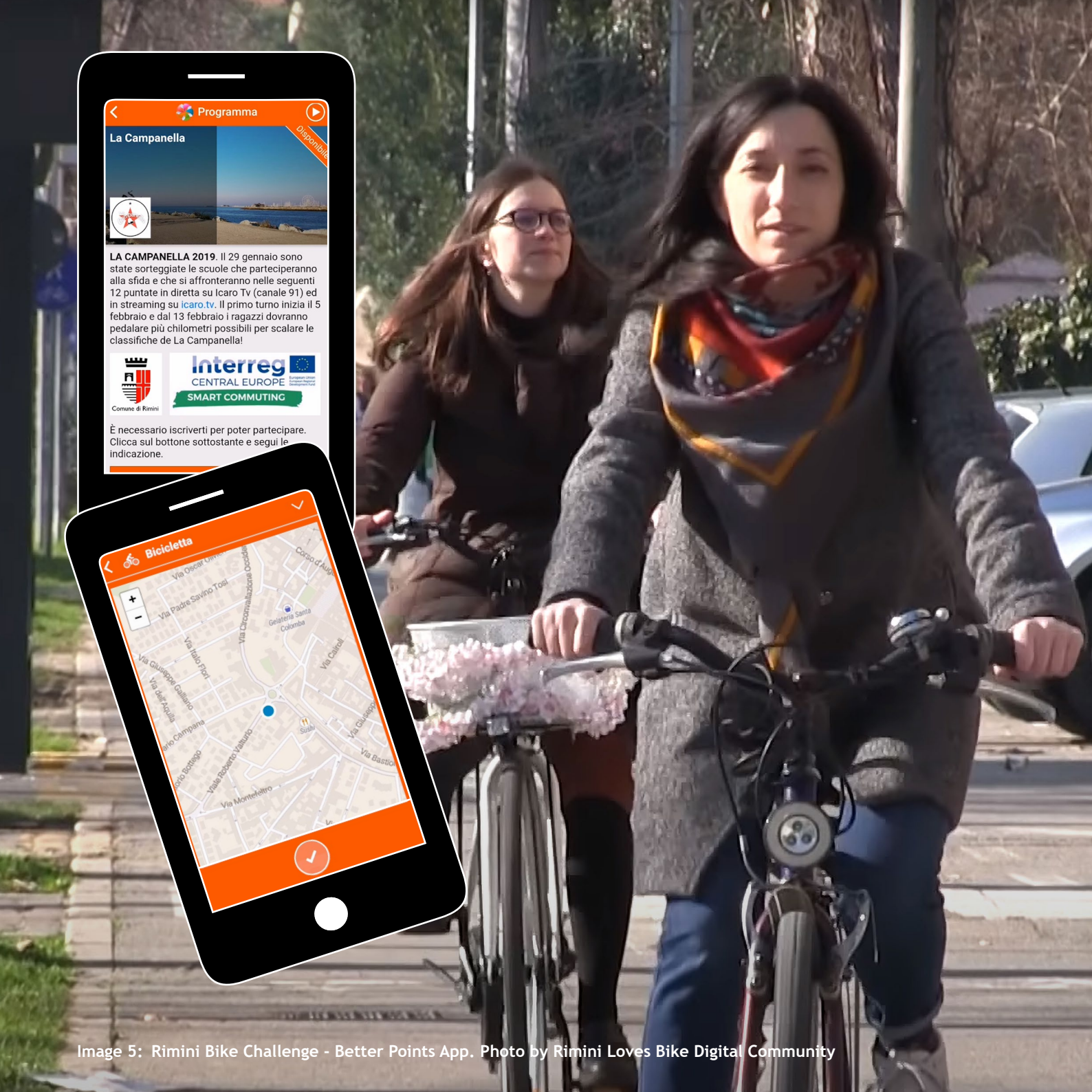

Image 5: Rimini Bike Challenge - Better Points App. Photo by Rimini Loves Bike Digital Community

4.1.3. Implemented Pilot Action

Rimini's FUA pilot action is divided into two parts: focuses on bike transport (bike to school challenge); focuses on carpooling. The idea is to use two apps that allow counting how many km by bike and by car user can do each day. In this way, we want to implement the use of bicycles and the use of a car-pooling among students and their parents to bring children/ students to school and among employees of the Municipality of Rimini to go to work too. The more kilometres a commuter makes by bike or by car-pooling, more discounts in partner stores in the city of Rimini accumulates.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of a car in 3 years?

Giuseppe Bellarosa

Professor in Rimini high School "Liceo Serpieri"

"The present situation is that students and teachers use motorcycles (50%), car (10%) LTP (20%) and bicycle (20%), nobody arrives by foot or by carpooling. I suggest implementing the frequency in LTP during rush hours, early in the morning to reach schools and at the end of lessons, at lunchtime."

Santa Balducci

Employee of the Rimini Municipality

"I hope of the availability of a dressing room and a shower in my office, to increase the use of bike among employees to reach office, above all during spring and summer."

4.1.4. The facts

Location of a pilot action

Rimini

The cost for implementing pilot action

75.765,60 €

Partner contribution

20 % from Rotating bottom “F.d.R. for the implementation of Community policies” - Financial instrument established within the Italian Ministry of the Treasury

EU funds co-financing

80 % from Interreg Central Europe Programme

The result

- Pilot action on bike challenge from January till April 2019
- Pilot action on carpooling challenge - a carpooling service for public employees and high schools in Rimini Province

Duration of pilot action

A year from 5th February 2020 till 4th February 2021

Contact for further information

www.comune.rimini.it

Image 6: Green ring. Photo by Rosella Santolini, Municipality of Rimini

4.2. Regional development centre Koper / Regionalni razvojni center Koper

4.2.1. Basic Mobility Situation

The FUA area under consideration includes four coastal municipalities and municipality Hrpelje-Kozina. It is part of one of the most developed Slovenian (statistical) regions, with a high level of car ownership. Regarding the traffic conditions, it shares some common characteristics as a result of past investments (large investments in road infrastructure and parking facilities, modest investments in sustainable mobility infrastructure like cycle lanes, pedestrian corridors, and public transport). As a consequence, in everyday journeys (commuting included) people predominantly (about 4/5) use passenger cars, much less walk, cycle or use public transport.

4.2.2. Modal split and target values

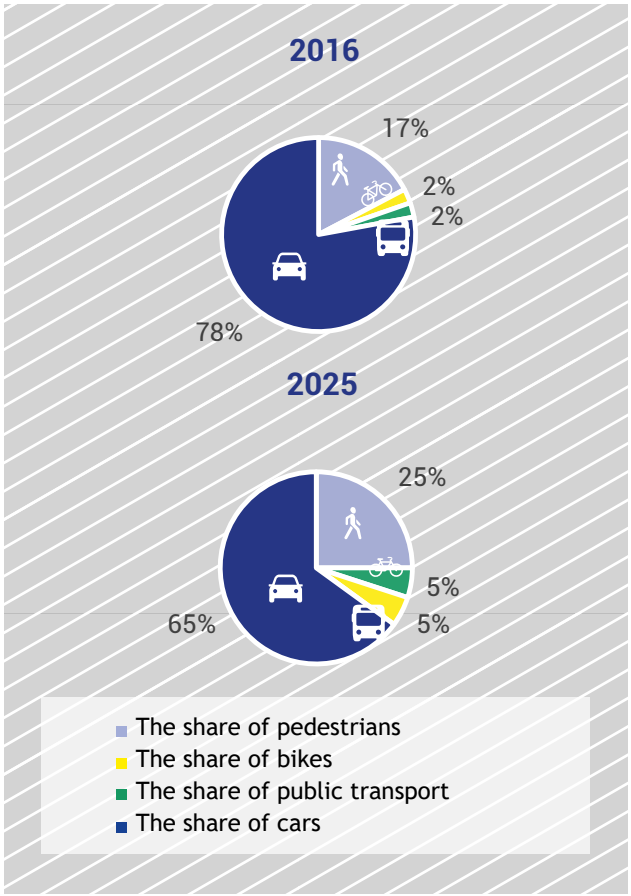

Chart 2: Modal split for Koper FUA

Image 7: Thematic photo of the town, RRC Koper archive

4.2.3. Implemented Pilot Action

In the pilot action, a feasibility study for sustainable intermodal solutions for commuter and tourist flows, including coastal settlements in municipalities Piran, Izola, Koper and Ankaran, plus more hilly/rural areas of the FUA was prepared.

Focus is being put on cycling networks in the coastal area, cycling connections with hinterland and a rent-a-bike system.

The participatory planning process, established in the pilot project implementation, will be further developed in a permanent governance structure, which will cover coastal and rural parts of FUA and include key actors in the area.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of a car in 3 years?

Iztok Škerlič

Public Agency for the promotion of entrepreneurship and developing projects of Municipality of Izola

A more efficient and user-friendly public transport system is needed, which requires the introduction of express bus lines between coastal cities, improvement of inter-city and city bus transport in terms of frequency and comfort, integration of all sustainable transport modes in a coherent system, which would also include P + R multimodal points, rent-a-bike system and similar.

Giuliano Nemarnik

Director, Regional development centre Koper

This is a big shift, which requires, among other, better cooperation of all different administrations, administrative levels, stakeholders, including support of the general public. A governance structure, which would coordinate this process on the inter-municipal or regional level, is needed. Maybe a sort a Mobility Management Center, backed by local political actors and run by experts. Such a structure could prepare projects identified in mobility strategies and programmes, support its implementation. In any case, such a big shift would require massive investments in infrastructure (cycling lanes, pedestrian corridors, public transport …). And good communication with general public!

4.2.4. The facts

Location of a pilot action

The functional urban area including coastal settlements and hilly hinterland

The cost for implementing pilot action

14.950,00 €

Partner contribution

2.242,50 € from RRC Koper

EU funds co-financing

12.707,50 € from Interreg Central Europe Programme

The result

- Feasibility study for sustainable intermodal solutions, for commuter and tourist flows affecting coastal settlements and hilly hinterland, focused on cycling infrastructure.

Duration of pilot action

The pilot action is a step in the long term/permanent development of infrastructure to support sustainable mobility.

Contact for further information

info@rrc-kp.si

Image 8: Thematic photo of the town, RRC Koper archive

4.3. Municipality of Velenje / Mestna občina Velenje

4.3.1. Basic Mobility Situation

Velenje is situated in the Šalek Valley along the transport route between the Celje and Slovenj Gradec Basin. Another important transport route runs towards Šoštanj and the Upper Savinja Valley.

Velenje is the eighth largest city in Slovenia and an important employment and education centre of the Region. The Region has public bus transport available as well as rail traffic in some municipalities. Public passenger transport in the region cannot compete against commuting with a private car as it is not frequent and fast enough compared to commuting with a private car. Some cities have an automated bike rental system in place, and Celje and Velenje also provide public urban bus transport.

4.3.2. Modal split and target values

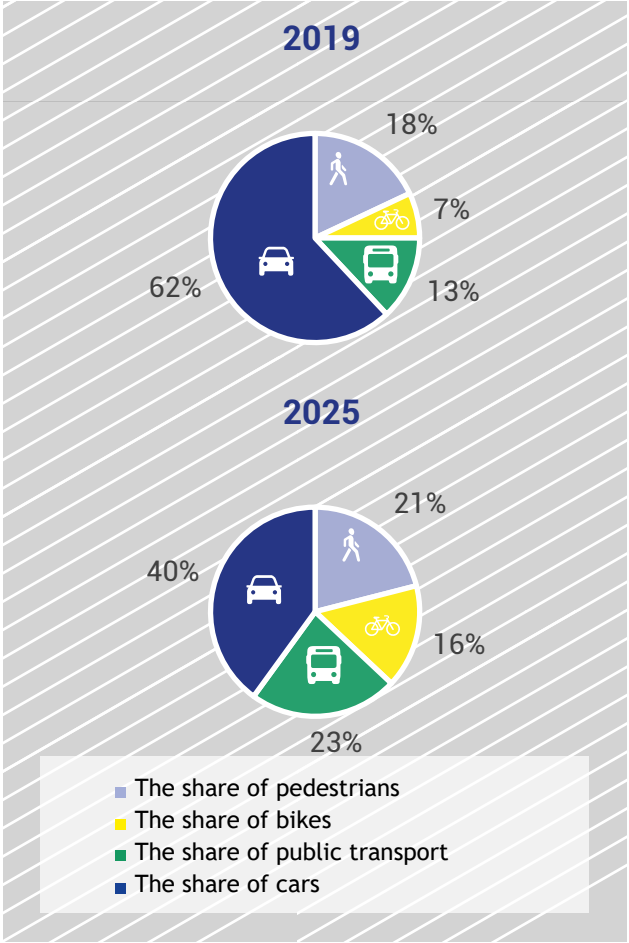

Chart 3: Modal split for Velenje FUA

Image 9: New rental station, Velenje. Photo by Katarina Ostruh.

4.3.3. Implemented Pilot Action

The Municipality of Velenje introduced the automated bike rental system as early as in 2012. To this day, there have been over 3000 registered users, and we have connected the system with the neighbouring municipality as well. In the framework of the Smart Commuting project, the Municipality of Velenje upgraded the bike rental system with Bicy electric bikes. We have set up two new rental terminals for e-bikes and four new pillars in front of the city hall and in the Gorica district. We have also bought four new e-bikes. This pilot project is aimed at encouraging our citizens to use bikes as a means of commuting as well as to help them overcome larger distances or steeper slopes. At the same time, users are allowed to test the e-bikes.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of a car in 3 years?

Janja Urankar Berčon Plastika Skaza, Head of public relations

We think the most important measures for changing the modal split are introducing the subsidies for trips by bike, public transport and walking, closer PT stops and timetable adjustments of the PT services according to the working hours. We believe that the promotional campaigns led by companies and municipality also have a big impact. We should connect local authorities and local companies, schools, societies and other stakeholders in these campaigns to show the importance of travel habits change.

Janez Sevčnikar

Expert, the Topolšica Hospital

Implementation of subsidies for trips by bike, public transport and walking and timetable adjustments of the PT services according to the working hours are among the most important measures to be taken. We also shouldn't forget about the subsidies for employers which would be used for providing the showers and changing rooms at work and of course the cycling and walking infrastructure in the vicinity of working place.

4.3.4. The facts

Location of a pilot action

Velenje

The cost for implementing pilot action

21.000,00 €

Partner/national contribution

6.140,00 € from Municipality of Velenje

EU funds co-financing

14.860,00 € from Interreg Central Europe Programme

The result

- 4 e-bikes
- 2 upgraded rental station

Duration of pilot action

Permanent

Contact for further information

smartcomm@velenje.si; www.velenje.si

Image 10: The mayor of Velenje testing new electric bike. Photo by Marko Marinšek

4.4. Hranice development agency / Hranická rozvojová agentura, z. s.

4.4.1. Basic Mobility Situation

Our FUA is Hranice region, area of 326 km^{2,} with more than 34 thousand inhabitants. Hranice is located in an area where traffic and engineering corridors accumulate on the main railway and road route Olomouc-Přerov-Ostrava, with a significant turning to Slovakia.The main road route Olomouc - Ostrava leads through the area around the villages Milenov, Hrabůvka, Hranice, Olšovec, Střítež n. l. and Bělotín passes through the newly built section of the D1 highway Lipník nad Bečvou - Ostrava, which continues to the border with Poland.

The region is interwoven with a network of roads I., II. and III. class with a total length of approximately 280 km.

4.4.2. Modal split and target values

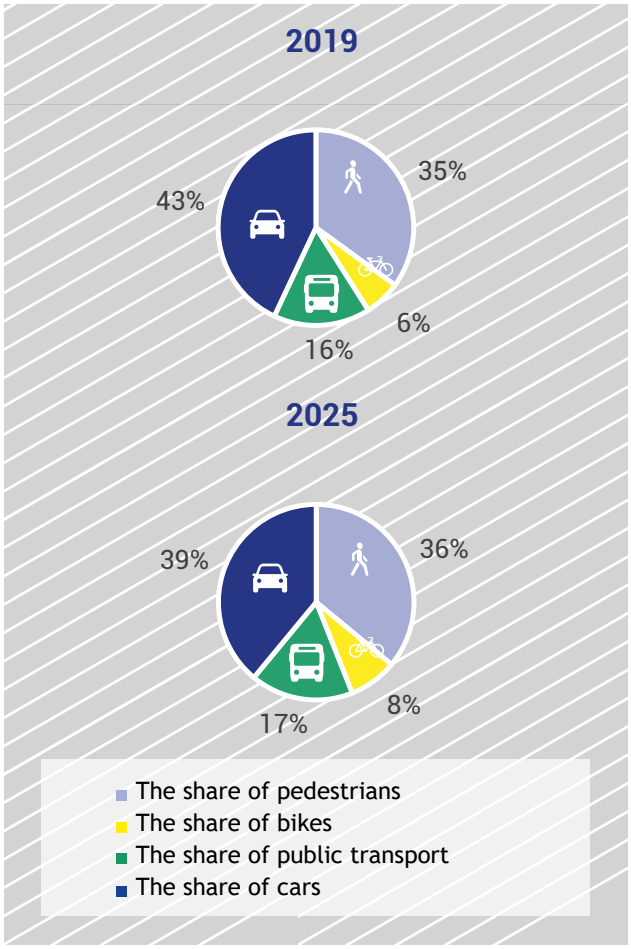

Chart 4: Modal split for Hranice FUA

Image 11: Pilot action implemented in Hranice. Photo by Michaela Skrobankova

4.4.3. Implemented Pilot Action

Our pilot action consists of two parts that are related: feasibility study and information campaign. Feasibility study detects any possible intermodal integration among railway and cycling. It consists of two or better three parts: assessment of parking system B + R in Hranice, analysis of access routes to the railway station, including a territorial study. The third part is the application for cyclist. At this moment, there is almost no real infrastructure for a cyclist to ride safely throughout the city – no cycle lanes, no dedicated road lane for bikes, no parking house for bicycles, no motivation campaign.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of a car in 3 years?

Marek Kuchta

Head of Development Department in Municipality of Hranice

I think public transit timetables should be adapted to the beginning and end of working hours, optimization of public transport - more efficient routing of public transport lines and introduce subsidies/allowances for travel to work by bike, public transport or on foot.

Robert Selzer

Manager in SSI Schäffer Hranice

I think public transit timetables should be adapted to the beginning and end of working hours.

4.4.4. The facts

Location of a pilot action

Hranice

The cost for implementing pilot action

24.006,00 €

Partner contribution

3.600,90 € from Hranicka rozvojova agentura, z.s.

EU funds co-financing

20.405,10 € from Interreg Central Europe Programme

The result

- Feasibility study
- Mobile application for a cyclist
- information campaign

Duration of pilot action

Permanent

Contact for further information

marek.kuchta@mesto-hranice.cz

Image 12: Hranice old townhall. Photo by Milan Mraz (HRA)

4.5. Zadar County Development Agency ZADRA NOVA / Agencija za razvoj Zadarske županije ZADRA NOVA

4.5.1. Basic Mobility Situation

The main mobility challenges in the Zadar Functional Urban Area are focused in the old city centre which is a focal point of cultural, economic, political and social life in the Zadar region, and they stem from huge use of cars in daily commuting, both from local citizens and their guests.

The problem grows exponentially during the tourist season when it is not uncommon for traffic jams to occur, which often results in more than 30 minutes spent for crossing a distance of several hundred meters.

Another big problem is parking in the only city centre, especially during the summer.

4.5.2. Modal split and target values

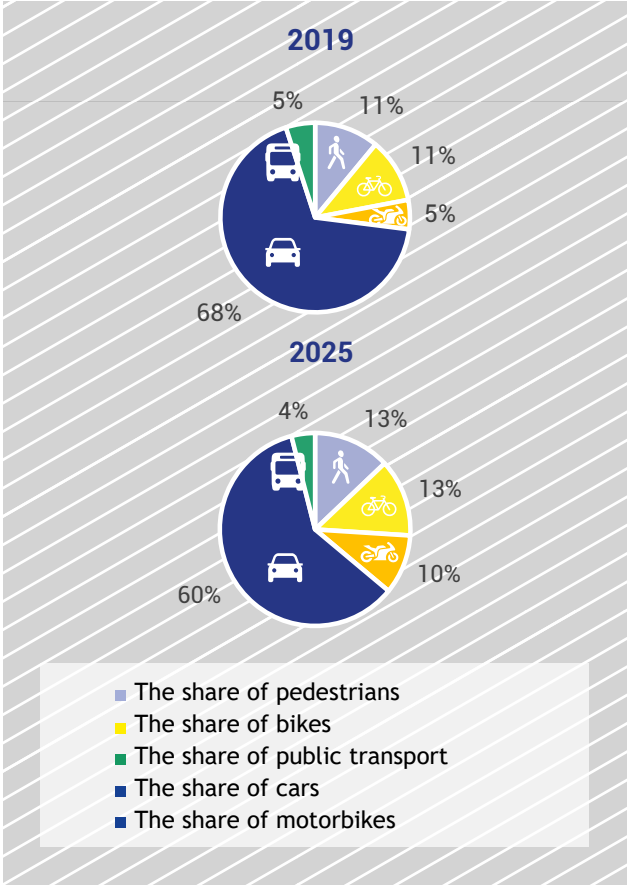

Chart 5: Modal split for Zadar FUA

Image 13: Port of Zadar, view from the Travel Port Gaženica. Photo by Sime Zelić

4.5.3. Implemented Pilot Action

The focused pilot action in the Zadar's FUA consists of an extensive Feasibility study and online timetable at tariff and ticket integration and integrated on-line timetable (bus, boat) for residents, commuters and tourists. The Study includes short-term and long-term projections of the possibility of aligning the ticket tariffs and timetables in boat/ferry and bus traffic to provide the incentives to citizens and tourists to use the public transport system and analyses the suitability of an online platform that will encompass all important information regarding the modern intermodal vision of the sustainable urban mobility in the Zadar area.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of car in 3 years?

Anamaria Sorić

Senior Associate in the Department of EU Funds (City of Zadar)

I believe that the restriction of the number of parking spots and different parking regulation will have the strongest effect. First steps towards introducing the measure were already taken and the comprehensive Study about the organisation of the traffic in the city centre will be made in the coming period. The measure stated could have a strong impact on the modal split of the employees working in the City of Zadar and it could motivate at least 5 per cent of them, if not more, to commute by public transport, riding a bike or walking instead by car in the next 3 years.

Marina Dujmović Vuković

Director of Zadar County Development Agency

An improvement of the cycling infrastructure in the City of Zadar, combined with the more efficient spatial distribution of bus lanes would have the biggest impact on the modal structure of the commuting habits of Zadar County Development Agency ZADRA NOVA employees. The main reason why our employees are using cars as a predominant mode of transport is a mixture of after-work activities and losing time travelling with other methods of transportation, but I do believe that more efficient cycling network would have a positive impact on the change of behaviour, especially with a younger population and in spring/ summer season, as it would save them money and contribute to their better health and fitness.

4.5.4. The facts

Location of a pilot action

Zadar

The cost for implementing pilot action

7.000,00 €

Partner contribution

1.050,00 € as part of national contribution from the Zadar County Development Agency ZADRA NOVA

EU funds co-financing

5.950,00 € from Interreg Central Europe Programme

The result

- Extensive feasibility study and strategy for bus/boat tariff and ticket integration and integrated on-line time-table (bus, boat) for residents, commuters and tourists

Duration of pilot action

Permanent

Contact for further information

paulo.saric@zadra.hr; www.zadra.hr

Image 14: Port of Zadar. Photo by Šime Zelić

4.6. Municipality of Weiz / Stadtgemeinde Weiz

4.6.1. Basic Mobility Situation

Weiz as district capital has important central functions and institutions.

Furthermore, it is a site for big companies with many employees, schools and a centre of trade (shopping).

It has a high traffic volume with cars being the main form of transport. Approximately 80 % of commuters and 40 % of pupils/students over the age of 17 use their cars for trips to work or school.

Most of them travel from the surrounding municipalities to Weiz.

The share of public transport amounts to 2,44 %, walking amounts to approximately 10 % as does cycling.

4.6.2. Modal split and target values

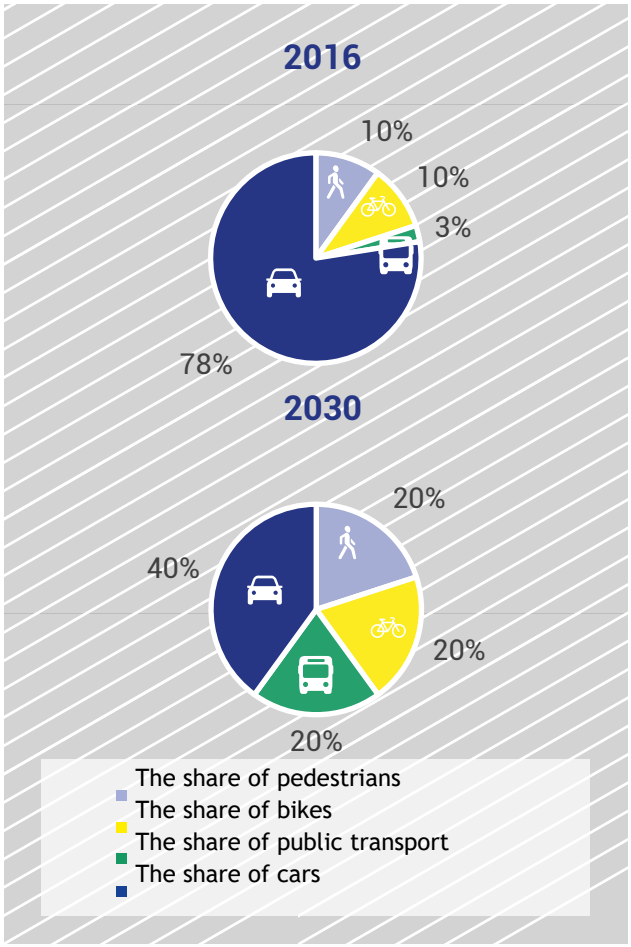

Chart 6: Modal split for Weiz FUA

Image 15: The new awareness-raising Weiz campaign within the Smart Com project

4.6.3. Implemented Pilot Action

With the feasibility study on how to maximize the use of the extended railway for passenger transportation, Weiz wants to promote the passenger railway and implement user-friendly accessibility to increase the number of passengers taking the train for their day-to-day commute.

The study gives an overview of WHERE the potential for increased usage of the train-service lies and HOW to generate even more potential. Furthermore, it proves the effectiveness of implemented measures for reinforcing the usable potential.

The implementation of the feasibility study includes all project partners and shall result in a constant process of improvement for increased train usage.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of car in 3 years?

Rene Moser

Human Resources Manager at

Magna Presstec in Weiz

Bernhard Ederer

Mayor of Naas

“Mindset and behaviour of commuters have to change – the existing requirements (good PT-system) are not present in peoples’ minds. Commuting by car has to be uncomfortable (parking restrictions, expensive).”

“It’s a question of flexibility for commuters to change their habits. The change to sustainable forms of commuting must be uncomplicated and trouble-free.”

4.6.4. The facts

Location of a pilot action

Weiz

The cost for implementing pilot action

No extra budget for the study foreseen, but a campaign for this content appr. 4.500,00 €

EU funds co-financing

450,00 € from Province of Styria, 225,00 € from City of Weiz

Partner contribution

3.825,00 € from Interreg Central Europe Programme

The result

- Feasibility study to increase the number of passengers on the railway network extended into the city centre

Duration of pilot action

Permanent, the results of the study are to be implemented in the next few years; awareness-raising for sustainable commuting is to be continued.

Contact for further information

Office of environment and mobility, Mrs. Barbara Kulmer

barbara.kulmer@weiz.at

Image 16: Art House, Weiz. Photo by Thomas Kober

4.7. Municipality of Szolnok City of County Rank / Szolnok Megyei Jogu Varos Onkormanyzata

4.7.1. Basic Mobility Situation

Szolnok and its FUA has 110.000 inhabitants, 46.000 working places. 3 public transport services are available: in Szolnok the local public transport company operates 43 lines, 55 buses, (15.000 passenger per day), regional public bus services offer direct link to Szolnok and regional public rail services connect directly Szolnok with two municipalities.

The main challenges of mobility are increasing volume of motorized individual mode of commuting resulting traffic jams and contributes to air pollution. Due to unrealized development in bus fleet and smart technologies like fleet management system, passenger information system, e-ticketing etc., there is a lack of mobility data.

4.7.2. Modal split and target values

Increase modal share of environmentally friendly transport modes (pedestrian, bicycle, bus and rail) by 10 percentage points (from 56,5 % in 2019 to 66,5 %) by 2030.

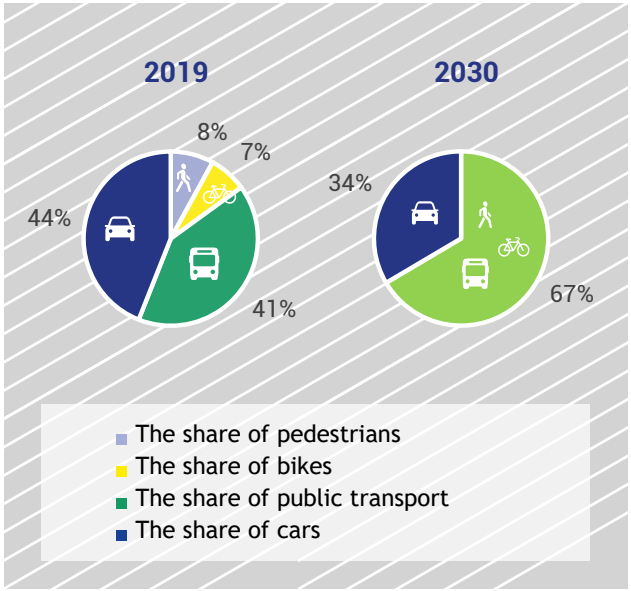

Chart 7: Modal split for Szolnok FUA

Image 17: Szolnok City. Photo by Zoltan Lestyinszki, owned by the Municipality of Szolnok

4.7.3. Implemented Pilot Action

Pilot Action consist of 2 elements:

- Elaboration of concept for implementing a flexible data- and demand driven transport management system based on the demand for transport in a dedicated action area involving local and suburban public transport services.
- Elaboration of concept for partial substituting (6-8) of regular busses by alternatively powered vehicles, analysing the main issues (for instance infrastructure, maintenance etc.) of implementing alternatively powered vehicles.

The objective for implementing the pilot action is to present new and smart technologies in order to enhance the service level and attractiveness of public transport addressing the environmental issues and the challenges in transport system management.

What do you think is needed to shift 5 % of your employee to commute by public transport/ bike/walking instead of car in 3 years?

Zoltan Toth

Volanbusz Zrt. (regional public bus company operating local services), Regional Traffic Coordinator

"We need to implement administrative and physical constraints for parking with higher parking fees and extension of downtown pedestrian zone and to implement safe bicycle locks at offices, schools and rail stations, main bus stops."

Laszlo Fekete

Eagle Ottawa Hungary Ltd., Director of Operation, Europe

"It's needed that parking slot restriction will be effective but generating conflicts. Because of the greenfield location of the factory it is hardly feasible, the remote location is causing also the pedestrian/bicycle development also ineffective and timetable adjustment of the PT services according to the working hours is an important factor. The factory has already a dedicated bus stop."

4.7.4. The facts

Location of a pilot action

Szolnok and dedicated parts of its FUA

The cost for implementing pilot action

8.300,00 €

Partner contribution

1.245,00 €: 830,00 € from State, 415,00 € from Municipality of Szolnok

EU funds co-financing

7.055,00 € from the Interreg Central Europe Programme

The result

- Feasibility study
- Elaboration of a concept and study for a data -and demand- driven public transport concept and partial substituting buses using diesel fuel by alternatively powered vehicles

Duration of pilot action

Temporary

Contact for further information

szilvia.muranyi@horvath-partners.com

Image 18: Bus and train station, Szolnok. Photo by Zoltan Lestyinszki, owned by the Municipality of Szolnok

5. DISCUSSION

5.1. Sum-up from each partner results

Partners from Project Smart Commuting have developed, within the inland and coastal SUMPs elaboration groups, quite diverse pilot actions, rooted in the common process of mobility analysis and development of shared strategies and guidelines.

At each FUA, the process of sharing the different phases of preparation and implementation with the main actors on the territory can be considered successful.

Project Partner **Rimini** is promoting commuting by bicycles (bike to school challenge) and carpooling to relieve pressure around a busy school area. A new mobile app has been developed to help the creation of a carpooling community and support the bike to school challenge.

Project Partner **Koper** is promoting a shift from private cars to public transport and active modes. A feasibility study for sustainable intermodal commuting and tourism is prepared, with a specific focus on the cycling infrastructure. Support from the planning agency and local politics is evident.

Project Partner **Velenje** aims at increasing the modal share of cycling. Their pilot action, consisting in purchasing 4 e-bikes and upgrading two rental stations, is expected to have a long-standing effect even after the completion of the project.

Project Partner **Hranice** conducted a feasibility study to detect possible integration between railway and cycling, focusing on the identification of access routes to railway hubs, of bike and ride facilities, and on development

of an app for cyclists to partially overcome the lack of biking infrastructure. An information campaign is the second pilot action to enhance the consequences of environment-unfriendly modal choice.

Project Partner **Zadar** conducted a feasibility study on the topic of the ticket integration of bus and boats in and around the city. The study has different temporal horizons and expected to foster usage of public transport by making it more affordable and easier to use (thanks to extensive and easy online resources) for commuters, residents, and tourists.

Project Partner **Weiz** prepared a feasibility study to investigate how to maximize the use of the recently opened railway extension across the city. Specific focus is put on where the potential of service usage increase lies and how to stimulate it.

Project Partner **Szolnok** is envisioning a 10% increase in the modal share of environment-friendly transport modes, reaching 66.5% by 2030. This will be achieved by the elaborated concept for implementing data -and demand-driven transport management and for innovation in the bus fleet.

5.2. Learning for transnational use

The identified pilot actions among the different Project Partners cover a variety of sectors of the mobility system. Even though they do not share much in the approach in their first appearances, all pilot actions' strategies are based on the above-described transnational coordination and discussion process. Through interactions at each phase (SWOT analysis, discussion of critical aspects with local communities, strategy proposal and discussion among partner and with stakeholders, definition and discussion of the common and specific SUMP schemes, identification, discussion and ongoing implementation of pilot actions), project partners have had the occasions to verify the validity and thoroughness of each undertaken step, making sure that the focus was put on the most relevant topic. Pilot actions reflect this process in their tailored and plural aspect. Feasibility studies are specifically addressed to each partner's needs and the situation in order to make sure to capture opportunities the most, and are most commonly adopted as pilot actions where the strategy for smarter commuting had to be defined from scratch or where significant projects have recently changed the shape of the local mobility system. More tangible actions are taken within broader municipal or national strategies and coordinated with outputs from other European projects in an effort to capitalize the most from investments, or where specific problems have been revealed prior to this project. Mutual learning among coastal and inland partners and among all project partners in general, supported by technical partners IUAV and VUT, has been carried out continuously throughout the project and has helped to deliver the most effective transnational and local strategies possible.

6. CONCLUSION

The Smart Commuting project was designed to enable commuters in the participating municipalities to benefit from sustainable and environment-friendly mobility solutions. Awareness-raising, the development of SUMPs, and also the implementation of pilot projects were key activities.

Indeed, many decisions taken within municipal authorities and employers have a direct impact on mobility behaviour and transport in general. These include, for example, the choice of company location, the availability of parking spaces, public transport connections, but also internal logistics, delivery traffic and fleet organisation.

Company locations are usually chosen according to internal company criteria, such as affordable real estate, accessibility by car or spatial location in the region. The integration of the locations to environment-friendly mobility (public transport, bicycle or on foot) is often of negligible importance.

Commuting to work is the most common purpose of being mobile. The argument that commuting to work is a private matter for individual employees is frequently used by companies to relieve themselves of responsibility and pass it on whether to the employees or to the municipalities.

Mobility is a significant part of our total CO_2 emissions. Therefore, traffic that cannot be avoided has to be shifted towards environment-friendly means of transport wherever possible. It is important to prevent individual motorised transport as far as possible, and to turn it to buses and trains, but also electric vehicles and non-motorised means of transportation such as cycling and walking have to be encouraged.

Università Iuav
di Venezia

COVER PICTURE

@connel/Shutterstock.com