

# RURAL TRANSPORT

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NEWSLETTER NO. 3

## EVALUATION AND TRANSFERABILITY OF RURAL TRANSPORT SYSTEMS

OK, 8 innovative rural transport systems have been implemented, but don't they only work in their own areas? The ARTS project aims to find out how Transport Systems can be transferred and adapted to other local conditions. Transport Operators can learn from these results in setting up their own system.



The Austrian demo site is located in Klaus, Upper Austria.

### EXPERIENCE

Cross-site comparison of the results of the demonstrations has established the criteria for the successful implementation of measures to improve mobility in rural areas.

### TRANSFERABILITY

The ARTS demonstration sites have been virtually implemented in 27 rural areas in 11 European countries. Experts have assessed the prospects for each system in their own country.

### CONFERENCE

8th September 2004, Keele, UK  
Sharing of experiences and innovative thinking in order to move forward in developing integrated rural transport solutions.



# Cross Site Evaluation

The cross site evaluation assesses the results of the individual demonstrations in relation to integration of services into the public transport network, physical accessibility, the effectiveness of telematics, the degree of intermodality, the accessibility for the rural population to centres of social activity, to shopping and health services, the role of rural transport provisions for tourists.

The cross site evaluation process was done in 4 steps:

- Establishing an evaluation framework to get indicators of impacts relevant to the measures of all demonstrations.
- Assessing the expected results of the demonstrations including the analysis of national barriers to identify probable impacts to avoid risks of ill design of the demonstrations.
- Assessing the actual impact of the demonstrations after they have been implemented. The actual results of the demonstrations have been assessed, based on data collected following implementation.
- Cross-site comparison of the results of the demonstrations has also established the criteria and favourable environmental conditions for the successful implementation of measures to improve mobility in rural areas.

The ARTS demonstrations were quite successful: The individual demonstrations had a duration of 6 to 12 months. All together about 58,000 passenger trips were covered by ARTS transport services: 19,569 passenger trips on the demand-responsive services, regular passengers made 7,458 trips on former school transport services, 30,744 passenger trips were covered by the new school transport service.

DRT-services and services which integrate school and regular transport

- are mainly used by persons having no access to a car,
- make passengers more independent,
- give passengers more social contact.

## Michael Meschik

Demonstration Evaluation and  
Cross-Site Impact Assessment

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| Type of Service                             | name of the demonstration | area [km <sup>2</sup> ] | pop.density [inh/km <sup>2</sup> ] | duration [mon] | users of the service   |
|---|---------------------------|-------------------------|------------------------------------|----------------|--|
| Demand-responsive services                  | LEPPÄVIRTA (FI)           | 1,519                   | 7.3                                | 12             | Daily service: 9,161 pass.trips<br>Other service: 1,246 pass.trips <sup>1)</sup>           |
|   | SAMKOM (SE)               | 3,100                   | 10.2                               | 12             | 3,642 pass.trips <sup>1)</sup>   |
|   | BEALACH (IE)              | 2,273                   | 5.3                                | 8              | 2,232 pass.trips <sup>1)</sup>   |
|   | ALMA (AT)                 | 108                     | 10.9                               | 12             | 3,288 pass.trips   |
| School transport service                    | DEVELOPMENT (HU)          | 108                     | 63.1 <sup>2)</sup>                 | 10             | 30,744 pass.trips  |
| Integration of school and regular transport | RUTO (ES)                 | 852                     | 8.7                                | 6              | Non-students: 5,380 pass.trips   |
|   | MESSARA (GR)              | 63                      | 36.9                               | 6              | Non-students: 2,078 pass.trips   |
| Real-time-information by SMS, phone servers | CYMRU (GB)                | 2,548                   | 45.8                               | 7              | 1% of the bus users have tried at least once the SMS-service;<br>3% the line phone service |

1) services were offered once or twice a week 2) Bacs-Kiskun County)



**Veli Himanen**  
Transferability of  
demonstration findings

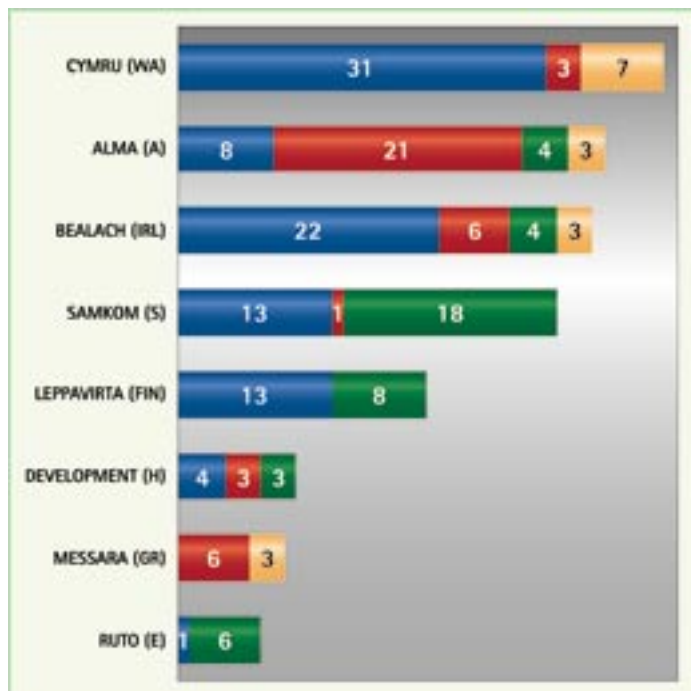
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# Transferability of Innovative Rural Transport Systems

The purpose of the transferability study was to assess the potential for the application of measures tested during the demonstration process. The rural transport systems realized in the ARTS demonstration sites have been virtually implemented in 27 rural areas in 11 European countries. Local experts have assessed the prospects and potential barriers for each system in their own country.

## Barriers stated by local experts

- Economic / Socio Economic
- Legal & Regulatory
- Organisational
- Cultural / Political



## Application options stated by local experts

- ① The service is already widely used in the country
- ② The service can and ought to be applied in the country
- ③ Too many barriers hinder implementation
- ④ The service is not considered to be useful in the country

| Country         | School Transport Integration | Demand-responsive services | Information based services |
|-----------------|------------------------------|----------------------------|----------------------------|
| Austria         | ①                            | ②                          | ②                          |
| Belgium         | ①                            | ④                          | ④                          |
| Bulgaria        | ③                            | ③                          | ③                          |
| Denmark         | ①                            | ④                          | ④                          |
| Estonia         | ③                            | ③                          | ③                          |
| Finland         | ①                            | ②                          | ④                          |
| Germany         | ①                            | ①                          | ④                          |
| Hungary         | ②                            | ③                          | ③                          |
| Ireland         | ③                            | ①                          | ②                          |
| Lithuania       | ④                            | ③                          | ③                          |
| The Netherlands | ③                            | ①                          | ③                          |
| Poland          | ③                            | ③                          | ③                          |
| Slovakia        | ④                            | ③                          | ③                          |
| Slovenia        | ③                            | ③                          | ③                          |
| Spain           | ③                            | ③                          | ④                          |
| Sweden          | ①                            | ①                          | ③                          |
| Wales           | ①                            | ③                          | ③                          |

## INTERNATIONAL CONFERENCE

# 8th September 2004

## Integrated Rural Transport Solutions in Europe

### A Practical Approach to Planning, Operation and Evaluation of Integrated Transport Systems in Low-Density Rural Areas

As ARTS nears its conclusion, activities turn towards disseminating the key results and experiences from the eight ARTS demonstrations, which have addressed Demand Responsive Transport solutions, Integrated School Transport solutions and Information-Based transport solutions in rural areas across Europe.

A final Conference will be held jointly between ARTS and the UK Community Transport Association on Wednesday 8th September 2004 at Keele Hall, part of the Keele University Campus in Staffordshire, England. The event will publicise and promote one of

the key project deliverables – the ARTS Handbook. The Handbook and associated Toolbox provide practical advice and report on lessons learnt in the planning, operation and evaluation of integrated rural transport projects based on the ARTS experience.

The Conference, organised by CTA with assistance from Transport & Travel Research Ltd (TTR), is intended to be a very practical event, encouraging the sharing of experiences and innovative thinking in order to move forward in developing integrated rural transport solutions.

## PROGRAMME

The Conference will comprise five key sessions to take delegates through the process of designing and planning and developing and operating, to evaluating the impacts of integrated transport schemes, with a final plenary session to bring all of the day's themes together. Technical tours will also be offered on Thursday 9th September, where visits will be made to innovative rural transport schemes.

Full details of the Conference may be found on the ARTS website

[www.rural-transport.net](http://www.rural-transport.net)

where a downloadable programme and booking form may be found. Alternatively, contact the

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Project | Downloads | Demonstrations | Handbook | Toolbox | International Seminar | Findings | Contacts