



# Peripheral Access

Improving public transport in rural and cross-border regions



# A PROJECT OPENING UP RURAL AREAS

 **36** months (06/2017-05/2020)

 **9** partners from 7 countries

 **2.100.000** € BUDGET

Rural, cross-border and suburban regions in Central Europe often suffer from a lack of efficient and integrated transport systems. Scarce financial resources and shrinking populations fuel these developments.

Peripheral Access, a European project co-funded under the INTERREG Central Europe Program, fosters the development of sustainable mobility options in these remote regions whilst specifically addressing these challenges.

## Which actions are planned?

The partners jointly analyse existing good practice examples across Europe and beyond, examine regional transports systems, develop action plans and implement pilot actions. Results and findings are shared among the project community and beyond.

## The added-value of cooperation

Despite their differences, the targeted areas face similar issue in terms of accessibility. Thus, they have a real interest in cooperating and sharing solutions because innovation and testing activities are usually expensive and complex.

Through the project activities the level of regional cooperation and communication among the relevant stakeholders in the seven partner regions will increase and facilitate better mobility planning and implementation also after the lifetime of the project.

## Thematic structure of the project



### MULTIMODALITY

Using multiple means of sustainable transport for a journey from door-to-door

- Easy access to multiple means of transport
- Analysis of adapted intermodal options
- Attractive intermodal hubs for all
- Avoiding single car use



### USE OF ICT & ITS

Information and Communication Technology (ICT) / Intelligent Transportation Systems (ITS)

- Strategies of flexible and demand-responsive transport based on the use of digital technologies
- Smarter public transport management and customer information
- Smooth integration of different mobility choices



### SMART GOVERNANCE

Application-oriented communication and coordination of various actors, bypassing traditional administration-structures

- Innovative cross-sector cooperation
- Cross-border cooperative structures
- Cross-border and cross-sector marketing

# REGIONAL ACTIVITIES AS BASIS FOR EXCHANGE



## Sharing experiences and disseminating knowledge



### ANALYSING / REPORTING

All partners document, evaluate and report the implementation and testing of their Pilot Actions:

- EU-wide best practice analysis with specific relevance to regional priorities in the 7 partner regions
- Thematic regional status-quo analysis in 7 partner regions
- Regional action plans in 7 partner regions
- Evaluation report: Lessons learnt and policy recommendations



### EXCHANGES / WORKSHOPS

In addition Peripheral Access facilitates the face-to-face exchange through targeted events:

- Summer University on intermodal mobility (April 2018, Hungary)
- City-industry dialogue (January 2019)
- Integrated conference on sustainable mobility in peripheral and cross-border areas (April 2020)
- Site visits attached to the regular biannual partner meetings

# WHAT WILL HAPPEN CONCRETELY?

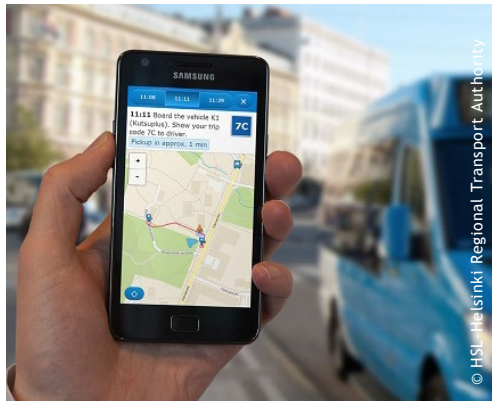
## ✳ Multimodality

1 A multimodal node will be installed in Kumberg near Graz (Austria). The interchange will be equipped with charging stations for electric vehicles, shared cars, cycle racks, a taxi stop and a stop for the regular bus as well as the existing local demand responsive bus system.

2 The project helps to reorganise and better connect the existing free public transport system of Lubin (Poland) with the new railway station, which will be planned and set up as multimodal node. Studies on network improvements, the modalities regarding the use of autonomous electric vehicle to connect Lubin and the new economic activity zone as well as marketing campaigns will be conducted.



## 📶 Intelligent transport systems



3 In the surroundings of Ljubljana (Slovenia), the project helps to explore possibilities for the set-up of an on-demand public transport in the surroundings of Ljubljana. The aim is to connect several villages in the region with these new transport possibilities based on the use of ICT.

4 Trieste (Italy) and its surroundings will benefit from door-to-door connections and have more cross-border travel options. Though the collection of transport data provided by Trieste Trasporti and analysed by Venice International University (VIU), ICT solutions such as smart ticketing and flexible timetable systems will be developed and implemented.

## ↔ Smart Governance

5 In South Moravia (Czech Republic) two cross-border working groups will be established to improve public transport and cycling services across the Austrian border. The aim is to increase the touristic attractiveness through new digital solutions for information and ticketing, and new train lines equipped with bicycles storage facilities.

6 At the railway route between Gera (Germany) and Cheb (Czech Republic) a bilingual marketing campaign will help to increase user rates, with new sign posting and other attractive marketing activities. Digital facilities will contribute to make the line more accessible and attractive.

7 In the area of the city of Balassagyarmat (Hungary), the partners will organise permanent yearly consultations between the municipality and public transport providers in order to harmonise tariffs and timetables, and to improve the accessibility



# THE EUROPEAN UNION IN OUR REGIONS



## What is Interreg Central Europe?

The European Union programme encourages cooperation in partner regions of Austria, Croatia, Czech Republic, Germany, Hungary, Italy, Poland, Slovakia and Slovenia.

It supports transnational projects from the European Regional Development Fund (ERDF). The program aims at solving common problems on a European scale and transferring knowledge amongst partners.

All INTERREG CE projects build regional capacities by involving local stakeholders on strategic priorities: innovation, low carbon strategies, sustainable growth and transport.

## The reality of rural mobility

Cross-border and peripheral regions often lack satisfying connections to major transport routes as well as to domestic public transport systems and nodes. Regional busses and trains absorb big shares of public budgets, and commonly show low usage rates due to poor service times and high costs compared with the use of the individual car.

Public transport services in rural areas heavily depend on the regular travel of pupils and students and thus are strongly affected by shrinking populations and demographic change.

This affects the economic integration and development perspectives of the concerned areas. Moreover, the resulting car dependency in these regions slows the shift towards low-carbon transports.



# 9 PARTNERS FROM 7 COUNTRIES

## Implementation partners



**KORDIS JMK**  
(Moravia Integrovaný dopravní systém JMK)  
*Public transport operator*



**Regional Development Agency of the Ljubljana Urban Region**  
*Regional Development Agency*



**Lublin Region**  
*Local Authority*



**Trieste Trasporti P.L.C.**  
*Public transport provider*



**Authority for local public transport Vogtland**  
*Public Transport provider*



**KTI Institute for Transport Sciences Non Profit Ltd.**  
*Public owned research body*  
Leader of Work Package 1: MULTIMODALITY



**Venice International University**  
*Private no-profit research body*  
Leader of Work Package 2: USE OF ICT & ITS



**Regional Agency Metropolitan area of Styria Ltd**  
*Regional development agency*  
Leader of Work Package 3: Smart Governance



Deutscher Verband für Wohnungswesen, Städtebau und Raumordnung e.V.

**German Association for Housing, Urban and Spatial Development**  
*Non-profit discussion platform with public-private members*  
Project Lead Partner

Project Manager: Dr. Georg Werdermann  
g.werdermann@deutscher-verband.org

## Associated Partners

### POLAND

**Gmina Wiejska Lubin**  
*Lubin Municipality*

**PKS Lubin**  
*Lubin Transport Company Inc.*

**Instytut Rozwoju Terytorialnego**  
*Institute for Territorial development*

**Urząd Gminy Polkowice**  
*Polkowice county*

**Gmina Ścinawa**  
*Ścinawa municipality*

### HUNGARY

**Balassagyarmat Város Önkormányzata**  
*Balassagyarmat Város Önkormányzata*

### GERMANY

**Arbeitsgemeinschaft Europäischer Grenzregionen**  
*Association of European Border Regions*

**Bundesministerium für Verkehr und digitale Infrastruktur**  
*Federal Ministry of Transport and Digital Infrastructure*

### AUSTRIA

**Amt der Steiermärkischen Landesregierung Abteilung -Verkehr und Landeshochbau**  
*Office of the regional governance Styria Department -Transport and Building*

 <http://www.interreg-central.eu/Content.Node/Peripheral-Access.html>

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Partners at the kick-off meeting in Lubin (Poland) in November 2017

