



SMART RURAL TRANSPORT

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About Us – Transport Planning

Vectos is an innovative provider of transport planning; flood risk, sustainable drainage and hydrology; and infrastructure design.

We specialise in gaining planning consent across the property development industry by providing an innovative approach to transport planning challenges.

Our projects range from small residential schemes to major mixed-use and infrastructure projects.

We advise local authorities, developers, retailers, operators, land owners and public sector bodies across the full range of land uses.



About Us – International Research

We also have a team specialising in international research and demonstration projects.

We collaborate with public and private sector partners from across the world, developing and testing new transport and mobility services, offering citizens better connectivity, including those in rural areas.



SMARTA PROJECT - INTRODUCTION

Project conducts research and delivers the following free services to support local authorities in improving rural transport connectivity

- Good practice database
- County Insight papers
- Pilots
- Website downloads

www.ruralsharedmobility.eu

SMARTA Project Partners



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Good Practices that can be deployed across the UK and other countries:

- on-demand and shared mobility services
- use of new technologies and platforms
- new partnership and funding models for community-based transport systems

Insight Papers present how European countries provide, fund and legislate for provision of rural transport: Different user groups (elderly, school children, commuters) & partnerships involved (private, public, community)

Coordinates selected **pilots** to evaluate user needs and effectiveness in providing better access to the community

Website presents Good Practices and Insight Papers for download to inspire and justify new mobility solutions

RING A LINK – DRT, KILKENNY

DRT, Not-for-profit entity

33 minibuses. Pre-booking system

Mostly scheduled services to link
with other bus services

Various income sources:

- Customer receipts on scheduled and flexible routes
- NTA (essential) public finances
- Department of Social Protection for Free Travel Scheme
- Local authorities

Fares: Flat €3 per one-way trip for adults, €2 for under-16s. All routes accept Free Travel Pass

www.ringalink.ie



Born in 2002 as door to door community-based DRT, combatting social exclusion providing access to urban areas. Size, scope and budget increased to perform:

- **Fixed-route services** additional routes for social inclusion (total of 25 today)
- **Demand Responsive flexible routes** preliminary route structure adapts to daily demand
- **Evening services** connecting villages to/from Kilkenny City at weekends for leisure trips
- **School Transport:** Some students need to travel to school in other towns (limited places) but not then covered by national schools transport scheme. Ring a Link steps in.
- **Day excursion trips** are provided for social groups, NTA funded via specific budget

ITS-supported booking and reservation software. MobiRouter product provides core support to trip management and service optimisation

Consultation with local working groups review existing routes and suggest new ones. High user satisfaction, monitored via attitudinal surveys. Ridership 150,000 p.a.

Success of multiple services and users saw transfer to National Transport Authority in 2012

SOPOTNIKI – FREE TRANSPORT FOR OLDER PEOPLE IN RURAL AREAS

Partners involved

Employment Service of Slovenia
(referrals of potential volunteers)

Slovenian Philanthropy (referrals of
potential volunteers, trainings)

Funding sources

Donations from users (€0.11/KM on
longer routes)

Public funds, i.e. grants from
municipalities (80%)

Donations from private companies
and sponsorships

Local authorities provide vehicles

NGO status attracts local authority
funding and donations



zavod za medgeneracijsko solidarnost

HOME

ABOUT US

WANT TO SUPPORT US?

CONTACT



Free transport for elders

We are changing the state of loneliness and isolation of elders, who
don't have the luxury of transport.

Nine rural municipalities across Slovenia

Door to door, on demand service. NGO (est 2014) for provision of free
transport by volunteers for the elderly in rural areas with poor public
transport

Serves small urban centres surrounded by sparsely populated villages

Target users are older people and/or those with no car ownership. Main
uses for healthcare, shopping and socialising

Bookings made by phone or email and journeys combined where possible

47 active volunteer drivers and 350 users. Expanded from 3 to 9 authorities

<http://www.sopotniki.org>

REZOPOUCE – HITCH-HIKING

Successful modern hitch-hiking service in France.

Social enterprise

Facilitated through a smart phone app

Local authority agrees location of stops, RezoPouce provides operations

90% wait less than 10 minutes

Short rural journeys (75% less than 10KM)

Users register with ID card

Join as passenger or as driver

Users 50-50 Male-Female

<https://www.rezopouce.fr/>



Rolled out in 1500 local authorities (growing significantly from 80 in 2013)

Original collection of authorities collaborated to find alternative to a local bus service which had low patronage and high operating costs

Local authority + RezoPouce decide where to locate the hitch-hiking stops (safe, secure, convenient)

Passengers directed by app to nearest stop, going in same direction as driver, who is notified of route match

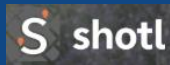
Used for accessing nearest bus or railway station, community and leisure trips

Adds extra security to hitch-hiking

Modest Rezo Pouce operations costs paid by local authority

DRT SERVICES – COST VS RIDERSHIP

Shotl, Spain



DRT supported via ICT platform and app informing users of accurate pick up time and location, increasing user convenience. Transforms standard bus service to flexible route, on-demand. Also working with Essex County Council for school bus services.



Medio Tejo, Portugal

DRT services operated by 30 taxi operators, managed by municipality. Integrates with (not replaces) conventional PT services to link users in rural areas. Pre-defined routes and stops (not door to door). Coordinated via centralized booking/dispatch centre. Tariff is a quarter of equivalent taxi journey (with 4 pooling passengers)

FlexTec, Belgium

Multi-sector DRT partnership (social services, municipalities, PT operators)



| Shotl Average occupancy per trip increased from 6 (conventional bus) to 16 (DRT) passengers | Shotl DRT operational costs 15% less than the conventional PT service replaced |
|---|---|
| Medio Tejo 1,000 passengers in the 2013 pilot, increasing to 15,000 by 2017. DRT stops number 1,200 | Medio Tejo Fare revenues covered only 8% of the operation (2013), increasing to 35% (2016) reducing council subsidies |
| -- | FlexiTec Former bus service cost €50 per passenger compared to €15 for DRT thanks to mix of professional and volunteer drivers. |

SMARTA PROJECT – GET INVOLVED

For more information on
Good Practices and Insight
Papers please visit the
website or contact
paul.curtis@vectos.eu

You can also upload your
own good practices on the
website.



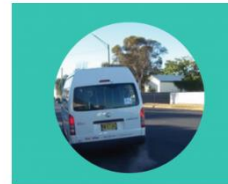
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Good Practice Study Cases

Further cases are in preparation and will be uploaded during April 2019



Western region Demand Responsive
Transport (DRT)
GOOD PRACTICE



Community Transportation Pilot Grant
Program
GOOD PRACTICE



Texelhopper, smart successful public
transport on a Dutch island
GOOD PRACTICE

RURAL SHARED MOBILITY

www.ruralsharedmobility.eu



RING A LINK KILKENNY

COMMUNITY MOBILITY SERVICES IN RURAL AREA

Country: Ireland

OVERVIEW

Short description of the Good Practice Case:

This GP is implemented in three adjoining counties, Kilkenny, Carlow and Wicklow, in the southeast of Ireland. The area consists of medium-sized and smaller towns, many villages and a dispersed rural population. Ring a Link was established in 2001 as a community-based provider of local transport services with focus on combatting social exclusion. Over time, the coverage and intensity of



Insight papers on
rural mobility
in all EU 28 States
and beyond



THANKS FOR YOUR ATTENTION

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